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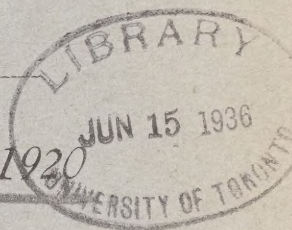
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QUEBEC HARBOUR COMMISSIONERS' REPORT

For the Year 1920



Under The Quebec Harbour
Commissioners' Act,
1899



QUEBEC
—
1921

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Quebec Harbour Commissioners' Report

For the Year 1920

Under The Quebec Harbour
Commissioners' Act, 1899.



OFFICERS OF THE QUEBEC HARBOUR COMMISSION.

COMMISSIONERS:

MAJOR-GENERAL SIR DAVID WATSON, Chairman

A. S. GRAVEL, BRIG.-GEN. T. L. TREMBLAY

CHARLES SMITH, K.C., Secretary-Treasurer

ST. GEORGE BOSWELL, M. Inst., C.E.

Chief Engineer and General Supt.

A. C. FELLOWS, Assistant Engineer

CAPT. P. L. LACHANCE, Harbour Master

CAPT. THOS. McGOUGH, Assistant Harbour Master

E. H. S. WOODSIDE, Accountant

W. A. MOUNTAIN, Cost Clerk and Chief Clerk,

Construction and Maintenance Department

JOHN STAIN, Cashier and Chief Clerk

LAURENT DARVEAU, Assistant Cashier

H. PETERSON, Elevator Superintendent

A. F. DION, Traffic Manager

G. H. BOURDON, Purchasing Agent

A. LETELLIER, Wharfinger.

QUEBEC HARBOUR FACILITIES

The facilities now available at Quebec, may be summarized as follows:

STEAMSHIP BERTHS

In Wet Dock—6 berths of from 400 to 500 feet in length.

In Tidal Harbour—4 berths of from 400 to 500 feet in length.

Breakwater—4 berths of 500 feet in length, or 3 berths of 700 feet in length, or 2 berths of 1,100 feet in length.

Point-a-Carcy Wharves—5 berths, one ocean, one car-ferry, two coasting and one bunkering.

River St. Charles Basin—7 berths of from 500 to 600 feet in length.

DEPTH OF WATER AT LOW TIDE

Wet Dock—25 to 26 feet at low tide.

Tidal Harbour—24 to 30 feet at low tide.

Breakwater—Over 40 feet at low tide.

Point-a-Carcy Wharves—Opposite Shed 21: Ocean berth and car-ferry berth, over 40 feet at low tide.

River St. Charles—35 feet at low tide.

GRAIN ELEVATORS

One Grain Elevator, with a capacity of 250,000 bushels.

One Fireproof Concrete Grain Elevator, with a capacity of 2,000,000 bushels, with Marine Tower, Conveyors and Grain Galleries; loading capacity, 60,000 bushels per hour. It has also a Grain Dryer, a "Richardson Separator" and a Bagging Shed.

FACILITIES AND EQUIPMENT FOR HANDLING CARGOES, ETC.

4 Locomotives for switching cars.

Railway lines to all ships berths and sheds.

One 50-ton Floating Crane.

Cars and scows for removing ships' ballast.

5 Locomotive Cranes, with capacity up to 38 tons.

City Water, Electric Light and Power Installations.

GRAIN CARGOES

Loading capacity: 60,000 bushels per hour.

Unloading from vessels: 30,000 bushels per hour.

Unloading from cars: 100 cars per day.

Drying grain: 3,000 bushels per day.

Cleaning grain: 40,000 bushels per day.

LANDING SHEDS

No.	Location	Size	Area	Square Feet	
14	Crosswall	200 x 38	7,600	"	"
18	Breakwater. . . .	744 x 37½	28,275	"	"
19	Pte-a-Carcy	450¼ x 80¼	36,103	"	"
20	"Montcalm"	800 x 111	79,600	"	"
21	Pte-a-Carcy-	383 x 80	26,000	"	"
22	Louise Embkt. . . .	200 x 60	11,400	"	"
25	Pier No. 1	557½ x 80	43,000	"	"
26	Pier No. 1	737½ x 80	59,040	"	"
27	Pier No. 1	955 x 80	77,280	"	"
28	Bulkhead	776 x 75	58,200	"	"
29	Bulkhead	1,000 x 102	102,000	"	"
52	Store	128½ x 60	7,710	"	"
			536,356		

Combined space of all sheds: 536,356 square feet of floor area.

COAL CAPACITY AND BUNKERING.

(ANTHRACITE AND BITUMINOUS)

Coal Companies have 5 towers for discharging and loading coal.

Bunkering is now done from barges and coal cars brought alongside the vessel.

New Modern Bunkering Plant in course of construction along Bulkhead Quay Front. (Depth of water: 35 feet at low tide.)

RAILWAY FACILITIES.

The Quebec Harbour Commissioners have 16 miles of tracks on Docks for handling of freight. Shunting on Docks is done by Harbour Commission.

With the completion of the Quebec Bridge, the Docks are now accessible to all railways.

The Canadian Pacific Railway and the Canadian National Railways (Canadian Northern, National Transcontinental and Grand Trunk Railway) have their Quebec Terminals right within Quebec Harbour.

GRAVING DOCKS.

The Harbour of Quebec possesses two Graving Docks: One 600 feet long by 62 feet wide at entrance; one (new) 1,150 feet long by 120 feet wide at entrance, capable of taking the largest vessels afloat, with workshops in connection capable of executing all required repairs.

QUEBEC HARBOUR COMMISSIONERS' REPORT

FOR THE YEAR 1920.

Quebec, January 2nd, 1921.

To the Honourable C. C. Ballantyne,
Minister of Marine and Fisheries,
Ottawa.

Sir:—

The Quebec Harbour Commissioners have the honour to submit as follows, their annual report for the year ended December 31st, 1920.

The anneved report of the Chief Engineer, Mr. St. George Boswell, conveys information regarding the Harbour works in general, and the various additions and repairs made to the Commissioners' property.

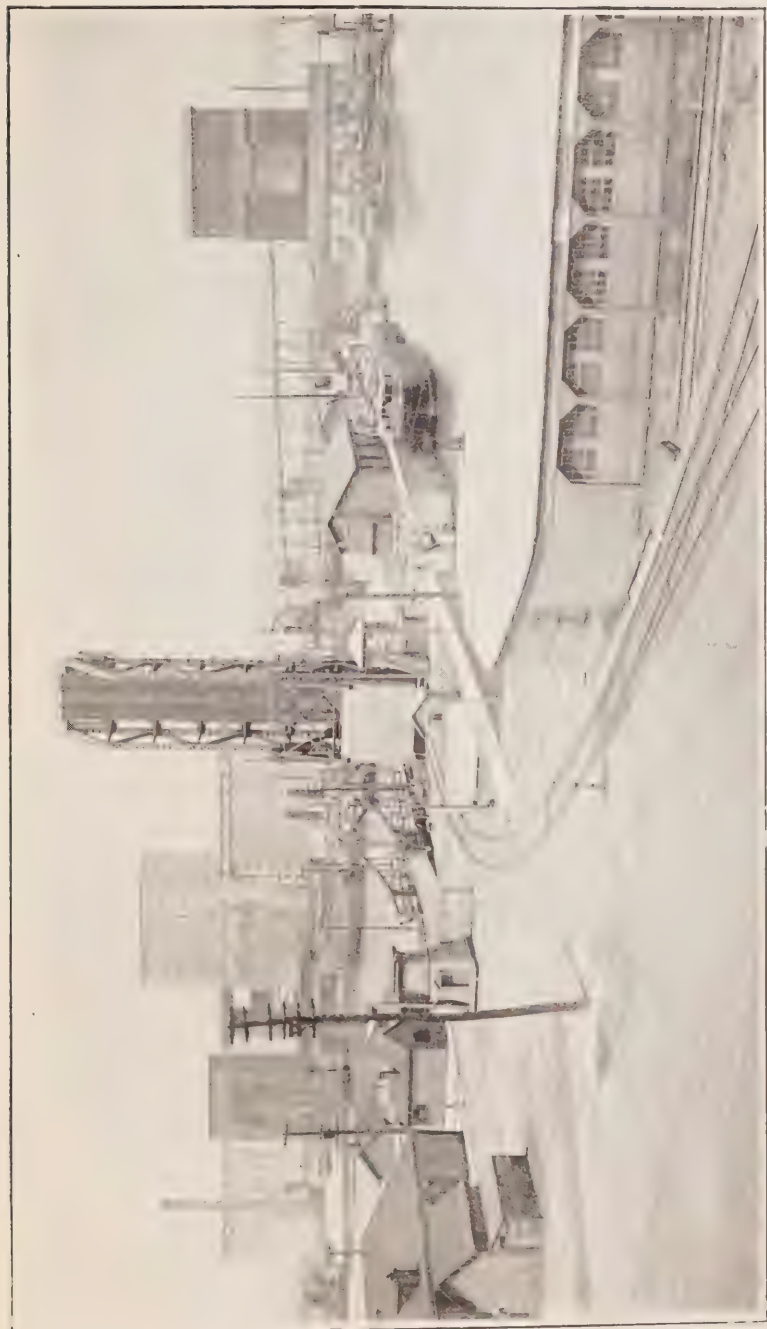
APPOINTMENT OF A NEW BOARD

Following the resignation of the Honorable D. O. L'Esperance as Chairman, a new Board was appointed by Order-in-Council dated April 21st, 1920, with Major-General Sir David Watson as Chairman, and Mr. A. S. Gravel and Brigadier-General T. L. Tremblay as Commissioners.

The Commissioners took the oath of office on April 24th, and held their first meeting on the same day.

The new Commissioners, upon assuming office, deemed it their duty to make themselves thoroughly acquainted with the working conditions of every Department of the Commission, and more particularly with respect to its financial position.

Owing to different causes which, for a number of years, have worked adversely against the normal develop-



View showing Quebec Harbour Commissioners' Grain Elevators, Nos. 1 and 2, of a capacity of 250,000 and 2,000,000 bushels respectively; Railway Bascule Bridge, 50-ton Floating Crane, etc., and parts of Wet Dock and Tidal Basin.

ment and the natural expansion of the shipping at this port, it was found that the existing conditions were far from being satisfactory, and that unless some energetic action was taken immediately, in order to increase the revenue and curtail the working expenses, the Port would continue to be operated at a loss.

COMMISSIONERS' ENDEAVOURS TO INCREASE REVENUE.

The year 1920 has witnessed the completion of the elaborate construction programme decided upon in 1913, involving an expenditure of \$7,000,000.00, and which was carried out without interruption by the Commissions presided over by Sir William Price and the Honorable D. O. L'Esperance; under the supervision of their Chief Engineer.

Thanks to the far-seeing views of your Department and of the former Commissions, the Port of Quebec, with its 22 ocean-berths, its modern 2,000,000 bushel Grain Elevator and Galleries, and its up-to-date facilities for the handling of cargoes, is second to none on this Continent.

Although capable of further large developments, its present state of efficiency is such that it is entitled by right as a Canadian Port, to handle a large portion of the Canadian-born trade, and more especially, of that which is yearly diverted to American sea-ports.

Inasmuch as the latter trade is concerned, the Commissioners lay claim to be put in a position to handle such a proportion of same as is necessary to keep their plant working to full capacity during the navigation season, i.e. at least during nine months of every year.

A recent investigation before the Board of Railway Commissioners has elicited the fact that since the year 1912, the following quantities of Canadian grain have been shipped through American sea-ports, while during the same period, the Port of Quebec was completely ignored and deserted.

Canadian Grain Diverted
To U. S. Ports

1912-13	55,000,000 bushels	
1913-14	93,000,000	"
1914-15	27,000,000	"
1915-16	192,000,000	"
1916-17	102,000,000	"
1917-18	47,000,000	"
1918-19	30,000,000	"

This abnormal state of affairs, due to an unjust railway freight tariff discriminatory to Quebec interests, has received the immediate attention of the Commissioners, and early last summer, they have put themselves in communication with the heads of the different railways, grain shipping firms and steamship companies with a view to securing for this port its just share of this enormous trade.

After many interviews and a lengthy correspondence exchanged with the interested parties, the Commissioners were given the assurance that grain shipments could be procured, on condition that a suitable railway freight rate be made effective. They were also assured that ocean freighters would be made available whenever necessary.

A special freight rate was then secured from some of the railways, but unfortunately, it could not be taken advantage of owing to lateness in the season, and also to the fact that the Commissioners' request that it be made official and published as a regular rate was declined by the railways.

The Commissioners have now pending before the Board of Railway Commissioners, an application for a regular railway freight rate which, if granted, will make it possible to secure for shipment a large portion of the Canadian grain crop which is diverted each year to the seaports of the United States.

In making application for this export rate, the Commissioners are only asking for the restoration of the rate in effect in the years 1900, 1901, 1902 and 1903, when

several steamship lines were supplied with grain and other cargo attracted to this Port.

The new business which the Commissioners expect to attract to Quebec, by the putting into effect of such a rate, will not only be beneficial to the laboring classes in Quebec, and to the commercial community at large, but will be a decisive factor towards putting the Port of Quebec on a sound and remunerative basis.

COMMISSIONERS' TARIFFS REVISED.

During the year 1920, the Commissioners' Wharfage and Switching Tariffs have been carefully revised.

These tariffs, which are now under consideration by your Department, provide for a reasonable increase necessitated by the advanced cost of material and labour. Notwithstanding the moderate increases asked for, they compare most favorably with any existing tariffs at other St. Lawrence Ports, and the shippers and importers will find it beneficial to make use of the Port of Quebec in that respect.

REDUCTION OF OPERATING EXPENSES

The Commissioners, after giving this matter their very careful attention, have reduced the operating and office staff to a minimum, during the year under review, and have taken care that no waste of any kind was experienced in any of the Departments.

REVENUE AND TRAFFIC AT QUEBEC IN 1920.

A review of the annexed reports submitted by the heads of the different Departments indicates that the year 1920 has not been a very successful one, both as regards the revenue derived by the Commission and the Traffic handled at this Port.

REVENUE.

Revenue in 1919	\$389,502.62
Revenue in 1920	322,397.47

Showing a decrease of\$ 67,105.15

EXPENDITURE.

Operating expenditure in 1919	\$438,673.17
Operating expenditure in 1920.....	387,619.43*

Showing a decrease of.....\$ 51,053.74

*The sum of \$46,802.00 was paid in 1920 for 3521 tons of coal at \$9.48 and \$16.00 per ton, while in 1919, 4273 tons were purchased for \$38,338.00, at \$8.72 per ton.

MOVEMENT OF VESSELS.

The movement of vessels, (inwards and outwards) for 1920, as compared with the year 1919, shows an increase of 69 vessels, as follows:

Inwards.	Outwards.
1920.....460 Vessels	1919.....274 Vessels
1919.....331 "	1920.....214 "
Increase...129 "	Decrease.. 60 "

The increase in the number of inward vessels had no material effect on the revenue of the Commissioners, as they mostly all disembarked immigrants, and landed very little import cargo.

TRAFFIC DEPARTMENT.

	Cars
Cars handled in 1919	42,113
Cars handled in 1920	39,086
Showing decrease in 1920, of	3,027 cars

GRAIN ELEVATOR.

	Bushels
Grain received in 1919	4,192,823
Grain received in 1920	450,786
	<hr/>
Showing decrease in 1920, of	3,742,037 Bushels
	Bushels
Grain delivered in 1919	4,100,403
Grain delivered in 1920	739,180
	<hr/>
Showing decrease in 1290, of	3,361,223 Bushels

CONVENTION OF PORT AUTHORITIES.

The President of the Quebec Harbour Commission, accompanied by Brig.-Gen. T. L. Tremblay, Commissioner, and by the Secretary-Treasurer, attended the sittings of the 9th Annual Convention of the American Association of Port Authorities, which opened at Chicago, on September 30th, 1920.

Several papers relating to Canadian and American Ports and their development and equipment for the speedy handling of cargoes, were read and discussed during the sittings which lasted until October 3rd, when the delegates made an inspection of the Harbour of Chicago which proved instructive and interesting.

The Chairman of the Quebec Harbour Commissioners had the honor of being elected one of the Vice-Presidents of the Association.

The next annual meeting of the Association will be held in Seattle, in October 1921.

To this report are annexed the various statements and reports conveying the information yearly forwarded to your Department in connection with the Harbour, and

also a complete statement of the Commissioners' accounts for the year 1920.

Before concluding the present report, the Commissioners wish to again assure you of their earnest desire of putting the Port of Quebec on a sound commercial basis, and they trust that in the near future, their constant efforts towards this end will be crowned with success.

I have the honour to be,

Sir,

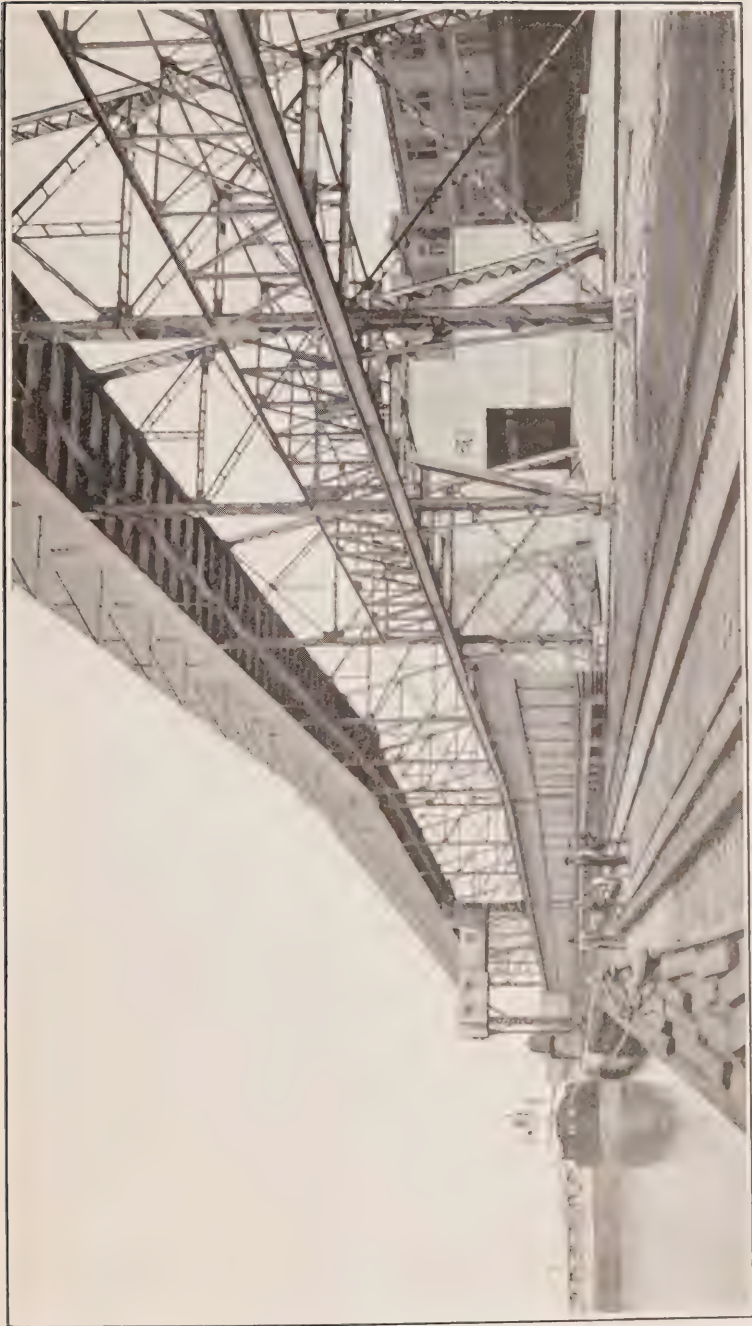
Your obedient servant,

D. WATSON.

President

CHARLES SMITH,

Secretary-Treasurer.



Quebec Harbour Commissioners' new Concrete Shed No. 28, (776 x 75 ft.), and Grain Galleries.

CHIEF ENGINEER'S REPORT.

CHARLES SMITH, Esq.,

Secretary-Treasurer,

Harbour Commission,

Quebec.

Sir:—

I have the honour to submit herewith the following, with reference to the various works of maintenance and improvement, carried out during the past season.

The second of the two fire-proof Landing Sheds, situated on the St. Charles River Quay Front, has been completed and taken over from the Contractor, and made available for the use of the shipping.

A coal site, situated at the Western end of the River St. Charles Quay Front, on which the Company is to erect a bunkering plant, has been leased to The Canadian Import Company, and the railway lines required to serve this location have been laid down.

The dredging out of the Basin in the River St. Charles has been continued, the work consisting principally in the grading down of the dredged area at the Western End of the Basin, to an uniform depth of 35 feet below low water. A considerable amount of dredging has also been done by one of the floating cranes, provided with a clam shell bucket; this dredging was chiefly in the Tidal Harbour, removing sunken timbers and accumulated deposit, and at berth No. 27 in the River St. Charles, where some 10 to 15 feet of deposit had to be removed.

The work of raising the level of Pier No. 1 and laying down a concrete paving and coping piece between the Landing Sheds and the Quay Front, has been completed; the Landing Shed No. 26 has also been raised up and repaired, and a second story over the southern 50 feet of the

building erected, for the purpose of providing offices for the Canadian Pacific Railway Company.

To overcome the excessive slope of the Gangways at High Tide, where Vessels are not provided with side Ports as passenger exits, a Landing Stage 300 feet long, 15 feet wide and 13 feet above the Quay Surface, has been erected. in connection with the Landing Shed No. 18.

The paved Roadway at the Western End of the Embankment has been completed and connected with Ramsay Street, thereby greatly improving vehicle communication with the Embankment via the Western End.

A fixed fender of steel sheet piling and concrete, has been placed over the obstruction in the Dock Front at Berth No. 26, so that in the event of the floating fender at this point becoming displaced from any cause, the vessel is protected by the fixed fender.

The Cross-Wall north of the entrance works and between the Roadway and the Wet Dock Front, has been surfaced with concrete, to take the place of the planked paving which had become decayed.

A contract was awarded for the laying down of an auxiliary 6" Water Main, from the Western End of the Embankment to the Southern End of Shed No. 28, with cross connections to the old Main; this work is now almost completed, and will be put in service next Spring. Water has also been laid down to the berth at Shed No. 19.

A brick and concrete Engine Shed, measuring 119 feet by 60 feet, has been constructed under contract, and is now being utilized for the accommodation of the Commissioners' Locomotives and Locomotive Cranes.

A site on the Cross-Wall, between the Bridge Engine-house and the Garage, on which to erect an office building and receiving shed, has been leased to the Anticosti Agency; in conjunction with this building a store room for the Cross-Wall Bridge tools and supplies has been erected, to take the place of the former store situated in the garage building. The part of the Garage Building formerly used as a bridge store, has now been added to the Garage, giving much needed additional space.

The interior of the Floating Crane pontoon has been cleaned out, scraped and painted, and rebalasted with concrete.

The Dredge No. 2 has been placed in the Lorne Graving Dock for scraping and painting, drawing the tail shaft, and repairing a damaged plate.

The tug "Diver" has not been in commission during the past season, as this boat required extensive repairs in order to make her fit for service.

The upper portion of the Custom House cribwork, which retains and supports the roadway leading to Shed No. 21, has been rebuilt.

Some 280 feet of the superstructure of the long Wharf at Indian Cove has been rebuilt, leaving about 400 feet still to be done to complete this work.

The ordinary work, required to maintain the Commissioners' properties in a good state of repair, has been effected, with the exception of the roof of the older part of Shed No. 18, which requires to be renewed.

The Entrance Gates to the Wet Dock remained open on the 17th and 18th of August, to permit of the raising of the hull of the barge "Marion W.", burnt and sunk in the Basin during the Winter.

The Cross-Wall Draw Bridge was operated for the first time the past season, on April 5th, and for the last time on December 11th.

The water was retained in the Wet Dock for the first time for the past season on May 18th, and for the last time on December 4th.

I have the honour to be,

Sir,

Your Obedient Servant,

ST. GEORGE BOSWELL,

Chief Engineer and Gen'l. Supt.

Quebec, January 2nd, 1921.

HARBOUR MASTER'S REPORT.

Quebec, December 31st, 1920

CHARLES SMITH, Esq.,

Secretary-Treasurer,

Harbour Commission,

Quebec.

Sir:—

I have the honour to submit the following report for the year 1920.

The outer Louise Basin was kept open for navigation until the 15th January when all vessels were placed into winter quarters.

The C. G. S. "Lady Grey" was the only steamer in commission throughout the winter. On the 1st of March she made a trip to Cap Sante, and to Grosse Isle on the 4th.

March 6th, fire broke out on SS. "Marion W.", lying in the inner Louise Basin; she was burnt to the water's edge and sank.

March 10th, SS. "Labrador" arrives from Murray Bay.

March 17th, C.G.S. "Bellechasse" comes out of winter quarters to start cutting ice in the Montreal river.

March 18th, SS. "Labrador" leaves for North Shore Ports, and returns on the 22nd.

March 24th, Ice broken up in outer Louise Basin and vessels hauled alongside wharves.

March 26th, Ytch. "Vimy" arrives from Orleans Island.

March 27th, C.G.S. "Eureka" arrives from Murray Bay.

March 29th, Ice bridge between Orleans Island and main land breaks up, and SS. "Polaris" begins ferry service to the Island.

April 1st, Schooner "Sault au Mouton" is first sailing vessel to arrive in port this Spring, from Sault au Mouton. Ice now broken up in inner Louise Basin, and vessels hauled alongside wharves.

April 5th, Drawbridge now in operation, and vessels begin to pass in and out on the 6th.

April 9th, C.G.S. "Lady Grey" reaches Three Rivers.

April 15th, C.G.S. "Bellechasse" makes a trip to Crane Island.

April 18th, Ice in St. Charles River breaks up. Several coastwise vessels have already arrived and sailed.

April 24th, SS. "Canadian Aviator", first steamer to arrive from sea, passes up, bound for Montreal.

April 25th, Tug "Muscallonge" and tow arrives from Montreal.

April 27th, Canada SS. Lines Ltd., begins Quebec-Montreal daily sailings.

May 3rd, "Saturnia", first mail and passenger steamer arrives in port, followed shortly afterwards by the "Victorian."

May 24th, SS. "Manchester Mariner" is first vessel to discharge cargo in new Shed No. 28.

June 10th, H.M.S. "Calcutta" arrives in port and is berthed at shed 18; she leaves on the 15th.

June 17th, French Warship "Ville D'Ys" arrives at shed 21, and remains here till the 21st.

July 8th, Czeco-Slovaks troops embarking for home on the SS. "Czaritza".

August 28th, First seaplane, from Halifax, arrives in the harbour.

September 1st, Very strong North-east gale, grain conveyor off shed 29 blown down and wrecked.

November 22nd, Ice forming on Saguenay River.

November 27th, First sign of ice on the River St. Lawrence down to Crane Island. SS. "Benguela", last ocean-going steamer bound for Montreal, passes here.

December 2nd, Fire broke out in fuel tanks of SS. "Chippewa", lying at shed 13, causing considerable damage to her hull and machinery.

December 4th, Tidal gates opened for the winter.

December 7th, SS. "Keyingham", last ocean-going vessel, arrives here to load a cargo of pulp.

December 9th, Vessels in inner Louise Basin placed into winter quarters.

December 12th, "SS. Keyingham" and "Lake Gatun" are last departures for sea, and U.S. "Colonel Card" and "General Rochester" are last arrivals from Montreal. Navigation closing with very little ice on the river.

December 13th, All vessels, except some of the Government steamers, are now into winter quarters in the outer Louise Basin.

December 18th, C.G.S. "Montcalm" leaves for North Shore ports and Anticosti.

Weather has kept fine and very mild until the 22nd. of December when temperature began to get gradually colder; very little ice on the river to this date.

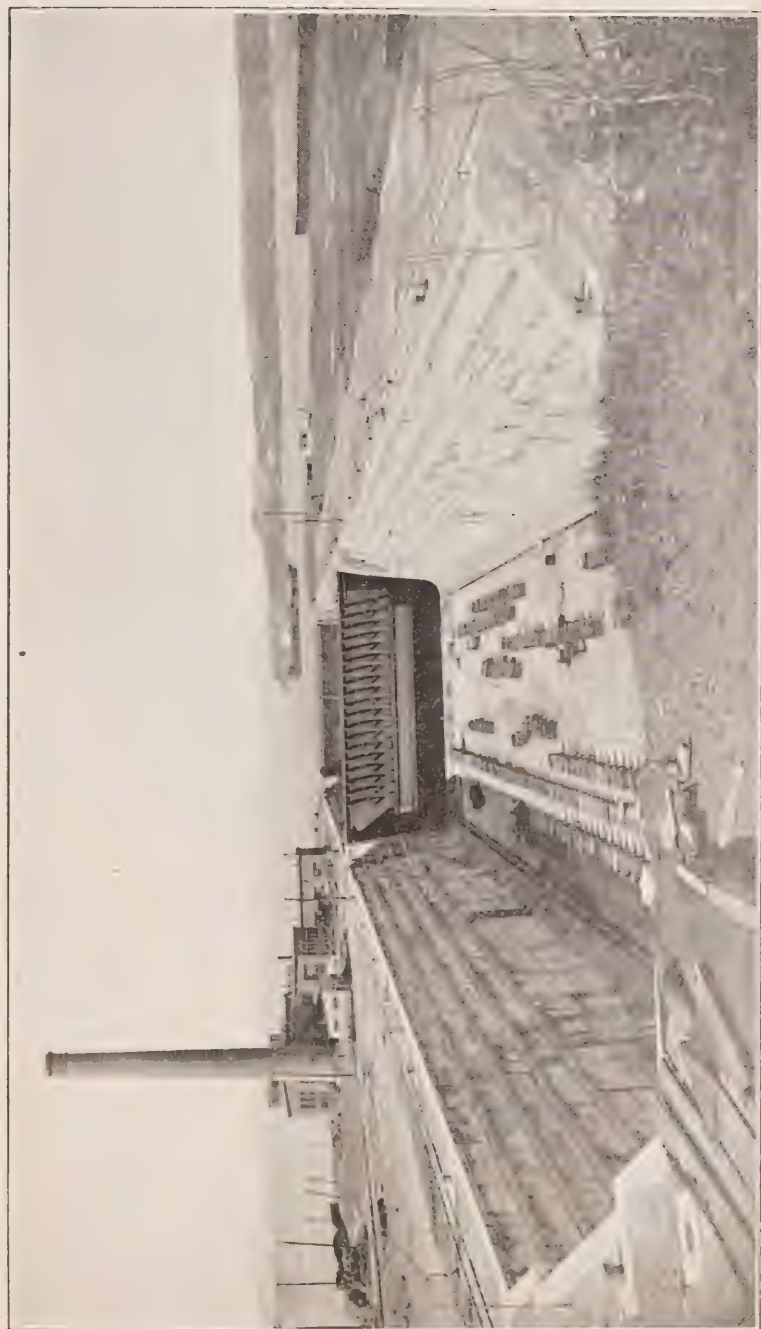
I have the honour to be,

Sir,

Your obedient servant,

P. L. LACHANCE,

Harbour Master.



New Champlain Dry-Dock, 1,500 feet long by 120 feet wide at entrance, in Quebec Harbour.

RECORD OF ARRIVALS AT THE PORT OF QUÉBEC, 1920.

Months	COASTING VESSELS				OCEAN GOING VESSELS				Total Gross Tonnage Per Month.
	From Seawards		From Montreal and Great Lakes		INWARDS		OUTWARDS		
	Gross Tonnage	No. of Vessels	Gross Tonnage	No. of Vessels	Gross Tonnage	No. of Vessels	Gross Tonnage	No. of Vessels	
March,	740	3	.....	.....	.....	.....	.....	.....	740
April	2083	4	1471	5	10,617	2	6,739	3	20,910
May	19,684	26	25,999	23	182,676	18	43,967	13	272,326
June	16,262	33	23,054	34	167,395	21	79,891	22	286,602
July	25,940	27	49,712	45	238,602	28	62,585	15	376,839
August	19,071	23	47,233	41	224,480	24	72,253	14	363,037
September ..	17,123	28	41,131	41	195,844	21	54,191	14	308,289
October	13,564	19	32,724	28	232,022	26	59,278	10	337,588
November ..	11,403	26	25,489	23	150,160	15	57,274	12	244,326
December ..	3,959	10	9,186	11	3,656	1	2,677	1	19,478
Totals ...	129,829	199	255,999	251	1,405,452	156	438,855	104	2,230,135

Quebec, December 31st, 1921.

PORT OF QUEBEC—RECORD OF SHIPPING ARRIVALS, 1920

	No.	Gross Tonnage
Coasting vessels from seawards	141	129,829
Coasting vessels from Montreal and Great Lakes	251	255,999
Ocean Steamships—Inwards.....	156	1,405,452
Ocean Steamships—Outwards	104	438,855
	—	—
TOTALS	710	2,230,135

WHARFINGER'S REPORT

Quebec, January 3rd, 1921.

CHARLES SMITH, Esq.,

Secretary-Treasurer,

Quebec Harbour Commission,

Quebec.

Sir:—

I have the honour to submit the following with reference to the traffic on the St. Charles Docks and Wharves, showing the number of ocean-going, Great Lakes and coastwise vessels, their registered tonnage, amount and description of cargo landed and shipped from the Docks during the season 1920.

Inwards	460 Vessels.....	1,121,637 Tons Reg.
	30,140 Tons General Cargo	
	3,651 “	Salt.
	64 “	Earthenware.
	1,002 “	Fire Bricks.
	130 “	Fire Clay.
	137 “	Cattle.
	440 “	Munitions.
	12,597 “	Sulphur.
	210 “	Fish.
	50 “	Grindstone.
	101 “	Alumino Ferric
	156,448 “	Bituminous Coal.
	60,846 “	Anthracite.

Outwards	214 Vessels	549,946 Tons Reg.
	6,916 Tons General Cargo.	
	1,928 “	Condensed Milk.
	303 “	Shredded Wheat.
	133 “	Whiskey.

9,875	"	Meats.
51	"	Paper.
149	"	Implements.
27	"	Silicia.
576	"	Flour.
59	"	Canned Pears.
8,788	"	Fuel Oil.
494	"	Oatmeal.
33	"	Cotton Wood.
23	"	Rags.
46	"	Glucose.
1,000	"	Ballast.
402	"	Aluminum.
330	"	Oleo Oil.
927	"	Shooks.
872	"	Canned Salmon.
51	"	Box Board.
406	"	Lard.
3,306	"	Asbestos.
499	"	Cheese.
154	"	Hardware.
10	"	Auto-Tires.
2,418	"	Apples.
80	"	Eggs.
13	"	Rags.
949	"	Pulp Board.
200	"	Spelter.
6,018	"	Wet Pulp.
2,419	"	Dry Pulp.
36,795,010	Ft.	B.M. Lumber.
13,170,490	"	" Timber.
468,746	"	" Spoolwood.
364,994	Bundles	Spoolwood.

LOWER PORT STEAMERS

Inwards	98 Vessels	.....14,674 Tons Reg.
	2,493 Tons General Cargo.	
Outwards	105 Vessels	.....18,610 Tons Reg.
	11,265 Tons General Cargo.	

50,000 Ft. B. M. Lumber.

The Nova Scotia Steel & Coal Company have 23,000 tons of coal stored on the space rented to them.

The Dominion Coal Company have 6,000 tons of coal stored on the space rented to them.

There are wintering on Louise Docks, Lumber, Timber, Coal, etc.

There are stored in the different Freight Sheds, Spool-wood, Salt, Flour, Pulp, Bricks, etc.

The Docks are occupied during the winter months by a large number of vessels of various tonnages, where they find safe quarters until the opening of navigation.

I have the honour to be,

Sir,

Your obedient servant,

A. LE TELLIER,

Wharfinger.

TRAFFIC MANAGER'S REPORT.

Quebec, December 31st, 1920.

ST. GEORGE BOSWELL, Esq.,
 Chief Engineer, and Gen. Supt.,
 Harbour Commission,
 Quebec.

Sir:—

I beg to transmit for the information of the Commissioners report of the operation of the Traffic Department during the year 1920.

Loaded cars received.....	13,423	
Loaded cars forwarded.....	11,011	
	————	24,434
Empty cars received.....	6,071	
Empty cars forwarded.....	8,581	
	————	14,652
Total number cars handled.....	————	39,086

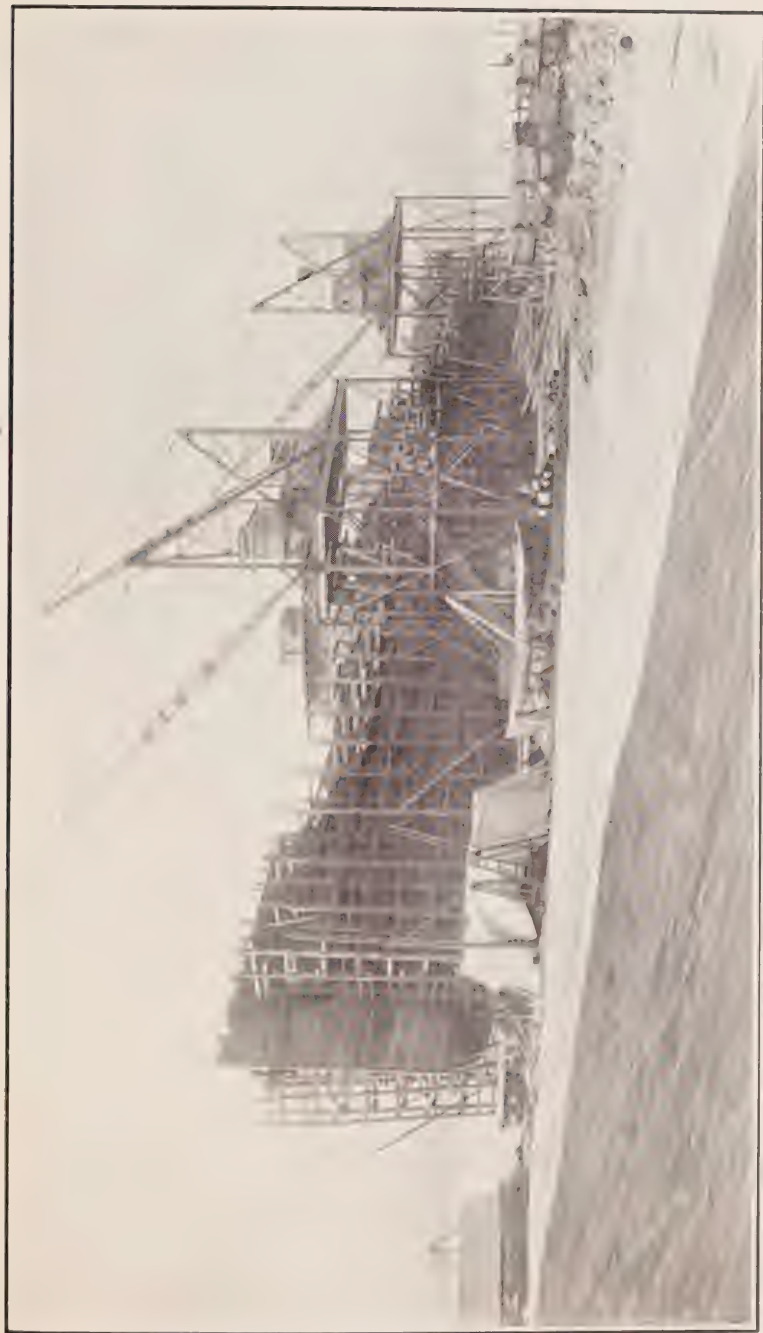
CARS HANDLED BY "CAR FERRY"

Account Grand Trunk Railway System.

Loaded cars received	4,569	
Loaded cars forwarded	2,821	
Empty cars received	538	
Empty cars forwarded	1,267	
	————	9,195

Account Quebec Central Railway.

Loaded cars received	439	
Loaded cars forwarded.....	692	
Empty cars received	9	
Empty cars forwarded	53	
	————	1,193



Canadian Government Freighter "Canadian Challenger", 8,550 tons deadweight, built by the Davie Shipbuilding and Repairing Co., Ltd., in Quebec Harbour.

Total number of cars handled by "Car Ferry"	10,388
Loaded cars interchanged via Harbour Tracks	3,256
Loaded Passenger Mail and Baggage Cars handled.	3,109
Number of cars of coal forwarded from Harbour Tracks	1,401

Your obedient servant,

A. F. DION,

Traffic Manager.

REPORT OF THE SUPERINTENDENT OF THE
QUEBEC HARBOUR COMMISSIONERS'
ELEVATOR No. 2.

Quebec, January 1st, 1921.

CHARLES SMITH, Esq.,

Secretary-Treasurer,

Quebec Harbour Commission.

Sir:—

I beg to submit the following Report of the Harbour Commissioners' Grain Elevator No. 2, for the season of 1920.

The total amount of grain being as follows:

GRAIN RECEIVED

In store at end of season 1919.....	433,664 Bus.
Grain received during year.....	450,786 “
	<hr style="width: 20%; margin-left: auto;"/>
Total.....	884,450 Bus.

GRAIN DELIVERED

By Conveyors	111,152 Bus.
“ Cars	410,511 “
“ Bags	217,517 “
	<hr style="width: 20%; margin-left: auto;"/>
	739,180 Bus.
	<hr style="width: 20%; margin-left: auto;"/>
In store January 1st, 1921.....	145,270 “

Respectfully submitted,

H. PETERSON,

Superintendent.

**EXPENDITURE ON CAPITAL ACCOUNT ON
APPROVED ESTIMATES OUT OF THE VOTE ..
OF PARLIAMENT UNDER THE QUEBEC
HARBOUR ADVANCES ACT 1913-1917**

Dredging	\$ 46,572.24
Bulkhead	5,918.30
Grain Galleries "A" Contract.....	28,653.42
do do "B" Departmental	2,402.07
Railway Yard	5,480.41
Permanent Fireproof Landing Shed No. 28 Contract	19,916.49
Permanent Fireproof Landing Shed No. 28 Departmental	2,708.85
Permanent Fireproof Landing Shed No. 29 Departmental	3,221.48
Reconstruction of Shed No. 26.....	36,235.95
Raising Shed No. 27.....	1,477.42
Raising Quay Front Pier No. 1.....	10,542.48
Raising Tracks on Pier No. 1.....	1,498.61
Reconstruction of Wharf at Indian Cove.....	34,562.94
Paved Roadway Western End of Embankment.	6,695.36
Car Loader in Elevator No. 2.....	999.82
Passenger Landing Stage	16,794.97
Offices in Shed No. 26.....	14,689.97
Fixed Fender at Berth No. 26.....	6,352.70
Watermain to Shed No. 19.....	1,431.08
Concrete Surface on Crosswall	5,552.33
Watermain on Bulkhead	15,859.26
Engine Shed	42,123.79
Passenger Waiting Room	4,851.57
Paved Roadway on Pier No. 1.....	1,603.16

Total Expenditure, 1920.....\$316,144.67

Quebec Harbour Commissioners' Office,

Accounting Department

January 3rd, 1921.

ERNEST H. S. WOODSIDE, CHARLES SMITH,
Chief Accountant. Secretary-Treasurer

QUEBEC HARBOUR COMMISSIONERS
COMPARATIVE STATEMENT OF THE REVENUE FOR THE YEARS 1919 AND 1920.

	1920	1919	Difference	1920
Elevators	\$ 22,021.05	\$100,877.10	\$ 78,856.05	Decrease
Sheds	10,502.63	14,745.98	4,243.35	Decrease
Freight Hoists	7,660.76	10,315.33	2,654.57	Decrease
Harbour Railways	68,642.54	61,403.66	7,238.88	Increase
Floating Crane	3,974.10	10,916.23	6,942.13	Decrease
Wharfages	50,959.80	48,965.47	1,994.33	Increase
Rentals	117,507.72	91,095.68	26,412.04	Increase
Sundry Receipts	40,470.91	48,486.57	8,015.66	Decrease
Interest	657.96	2,696.60	2,038.64	Decrease
TOTALS.....	\$322,397.47	\$389,502.62	\$ 67,105.15	Decrease

Accounting Department,
Quebec Harbour Commissioners' Office.
January 3rd, 1921.

ERNEST H. S. WOODSIDE,
Chief Accountant.

CHARLES SMITH,
Secretary-Treasurer.

QUEBEC HARBOUR COMMISSIONERS

GENERAL EXPENDITURE ON CAPITAL ACCOUNT ..

Outside Lavatories	\$ 346.21
Gridiron	16.00
Garage Extension	271.70
	<hr/>
TOTAL.....	\$ 633.91

Accounting Department,
Quebec Harbour Commissioners' Office.
January 3rd, 1921.

ERNEST H. S. WOODSIDE, CHARLES SMITH,
Chief Accountant. Secretary-Treasurer

QUEBEC HARBOUR COMMISSIONERS
REVENUE ACCOUNT FOR THE YEAR ENDING DECEMBER 31, 1920.

OPERATING RECEIPTS		OPERATING EXPENDITURES	
Elevators	\$ 22,021.05	Elevators	\$ 45,585.20
Sheds	10,502.63	Sheds	50,702.92
Freight Hoists	7,660.76	Freight Hoists	3,910.79
Harbour Railways	68,642.54	Harbour Railways	106,459.43
Floating Crane	3,974.10	Floating Crane	6,787.84
Wharves	50,959.80	Wharves	35,978.28
Rentals	117,507.72	Sundry Expenditures	21,452.11
Sundry Receipts	40,470.91	Interest on Debentures	46,000.00
Interest	657.96	Administration	70,742.86
	\$322,397.47		\$387,619.43
Deficit in years operations.....	65,221.96		
	\$387,619.43		

Accounting Department,
Quebec Harbour Commissioners' Office.
January 3rd, 1921.

ERNEST H. S. WOODSIDE,

Chief Accountant.

CHARLES SMITH,
Secretary-Treasurer



One of the five sections, 200 by 102 ft. of Quebec Harbour Commissioners' Concrete Shed No. 29.

QUEBEC HARBOUR COMMISSIONERS

STATEMENT OF ASSETS AND LIABILITIES AT DECEMBER 31st, 1920.

ASSETS		LIABILITIES	
St. Charles Docks and Wharves ...	\$5,459,866.12	Quebec Harbour Debentures...	\$3,612,802.42
Indian Cove Property	121,818.29	Receiver General	43,380.00
Sillery Quarry ...	1,063.70	Dominion Government Securing Docks Walls	541,393.26
	<u>\$5,582,748.11</u>		<u>\$4,197,575.68</u>
New Construction.		Quebec Harbour Bonds 62-63	
Harbour Dredging...	\$1,231,491.08	Vic. Chap. 34	350,000.00
Wharves, Piers & Basins	1,988,447.83	Interest Accrued to 1st Jan'y, 1921	3,000.00
Shops & Buildings.	220,770.65	Quebec Harbour Bonds 6-7	
Railways	173,162.85	Edward 7, Chap. 36	800,000.00
Permanent Landing Sheds	494,244.52		<u>1,153,000.00</u>
Grain Elevators ...	1,245,034.81	Quebec Harbour Debentures Series "A"	\$5,500,000.00
Grain Galleries ...	666,139.12	Quebec Harbour Debentures Series "B"	1,365,000.00
Miscellaneous Construction	60,464.28		<u>6,865,000.00</u>
	<u>\$6,079,755.14</u>	Lampson's Cove Capital Suspense Account.	453,167.86
Beach and Deep Water Lots "See Contra"...	\$11,662,503.25	Beach and Deep Water Lots "See Contra" ..	17,261.21
Plant-Equipment and Tools	904,826.09	Accounts Payable	11,409.36
Materials on Hand	40,129.24	Accrued Wages	2,391.88
Office Furniture	10,455.48	Union Bank of Canada	49,489.20
		Reserve for difference between cost and amount realized on Capital Investments.	96,707.07

NOTE.—The arrears of interest on the old Debentures of the Dominion Government have not been accrued or in any way incorporated in the above statement.
Interest on the "Quebec Harbour Debentures" Series "A" and "B" amounting to \$1,030,446.00 for five years to July 1st, 1920, has not been paid or provided for in the above statement.

Quebec Harbour Commissioners' Office
January 3rd, 1921.

CHARLES SMITH,
Secretary-Treasurer.

AUDITORS' CERTIFICATE

We have the honour to report that we have examined the above statement of Assets and Liabilities of the Quebec Harbour Commissioners to the 31st December, 1920, and we certify that, subject to the above note relating to Interest on Debentures, it exhibits the true position of the Commission at that date, as shown on the books and information supplied to us.

Quebec, January 28th, 1921.

LARUE & TRUDEL,
Auditors, C.A., L.I.A.

MEMORANDUM

Showing the Opening and Closing of Navigation in the Port of Quebec
from 1830 to 1920.

Year	First Arrival of Schooner from Below	First Steamer from Montreal	First Arrival from Sea	Last Sailing for Sea
1830	April 17	April 17	December 4
1831	April 21	April 16	November 30
1832	April 29	May 4	November 30
1833	April 18	May 10	November 25
1834	April 18	May 6	November 24
1835	May 4	May 2	November 25
1836	May 11	May 11	November 26
1837	May 1	April 29	November 18
1838	April 28	May 3	November 20
1839	April 21	May 8	November 23
1840	April 19	April 25	November 29
1841	May 1	April 29	November 28
1842	April 21	May 8	November 28
1843	May 5	April 18	November 28
1844	April 24	May 3	November 23
1845	April 25	May 1	November 26
1846	April 17	April 24	November 27
1847	May 8	May 8	November 26
1848	April 6	May 1	November 21
1849	April 25	April 28	November 25
1850	April 25	April 28	November 28
1851	April 22	April 20	November 29
1852	April 30	April 15	December 4
1853	April 23	April 24	November 26
1854	May 5	April 29	November 29
1855	May 6	May 6	November 22
1856	April 27	April 20	November 23
1857	April 17	April 28	November 24
1858	April 18	April 29	November 25
1859	April 22	April 29	November 28
1860	April 26	April 28	November 26
1861	April 26	April 22	November 26
1862	April 20	April 16	November 29
1863	May 3	May 4	November 27
1864	April 25	April 27	November 30
1865	April 21	April 29	November 28
1866	April 26	April 28	December 1
1867	May 3	April 17	November 29
1868	April 28	April 23	November 28
1869	April 30	April 27	November 27
1870	April 25	April 16	December 21
1871	April 18	April 22	November 27
1872	May 6	April 30	November 26
1873	May 2	April 28	November 22
1874	May 10	April 28	November 25
1875	May 9	April 29	November 23

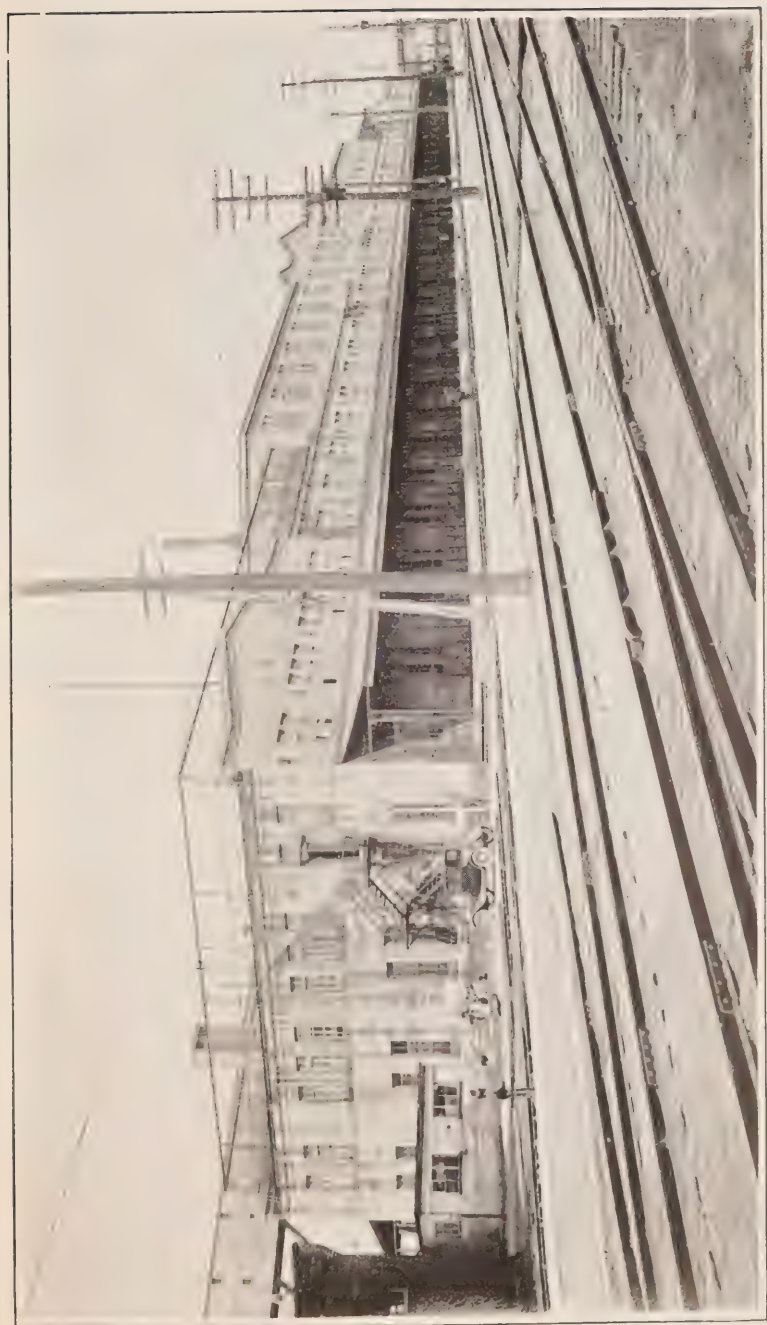
MEMORANDUM

Showing the Opening and Closing of Navigation in the Port of Quebec
from 1830 to 1920.

Year	First Arrival of Schooner from Below	First Steamer from Montreal	First Arrival from Sea	Last Sailing for Sea
1876	.....	May 9	May 6	November 26
1877	.....	April 26	April 25	November 25
1878	.....	April 21	April 20	November 24
1879	.....	May 2	April 29	November 28
1880	April 30	April 30	April 30	November 27
1881	April 1	April 26	April 26	November 28
1882	April 22	April 28	April 22	December 2
1883	April 23	May 5	April 23	December 1
1884	April 20	April 29	May 1	December 8
1885	April 19	May 7	May 5	November 21
1886	April 24	April 27	April 29	
1887	April 14	May 3	April 29	November 28
1888	April 8	May 4	April 29	November 30
1889	April 1	April 22	April 26	November 27
1890	April 3	April 29	April 29	November 25
1891	March 29	April 27	April 27	November 30
1892	April 27	April 24	April 28	November 24
1893	April 1	May 6	April 20	November 24
1894	March 21	April 23	April 26	December 5
1895	April 4	April 28	April 26	November 28
1896	April 22	May 1	April 24	November 26
1897	April 7	April 25	April 29	November 27
1898	April 12	April 19	April 25	November 28
1899	April 5	May 3	April 22	November 30
1900	March 28	April 27	April 23	December 5
1901	April 2	April 27	April 20	November 27
1902	March 21	April 15	April 13	December 4
1903	March 20	April 19	April 18	December 6
1904	March 31	May 3	April 24	December 8
1905	March 25	April 26	May 2	November 24
1906	April 4	April 24	April 23	December 2
1907	April 4	May 2	April 26	November 25
1908	April 8	May 1	April 21	December 1
1909	April 4	April 25	April 21	December 3
1910	March 28	April 15	April 9	December 1
1911	April 9	April 30	April 27	December 8
1912	April 9	April 28	May 1	December 12
1913	April 4	April 23	April 26	December 13
1914	April 3	May 1	April 28	December 4
1915	April 4	April 15	April 30	December 16
1916	April 8	April 23	April 30	December 21
1917	April 2	April 27	April 30	December 21
1918	April 4	April 30	May 7	January 11
1919	March 28	April 30	April 19	December 16
1920	April 1	April 27	April 24	December 12

DIRECTION OF WINDS—1920.

January	—West	23	days
	North-West	2	“
	North-East	1	“
	East	5	“
February	—West	19	“
	East	10	“
March	—West	21	“
	East	7	“
	North-East	3	“
April	—North-East	9	“
	West	8	“
	East	9	“
	North-West	1	“
	South-West	1	“
	South-East	2	“
May	—East	15	“
	West	11	“
	North	3	“
	North-West	2	“
June	—West	15	“
	East	9	“
	North-West	1	“
	North-East	3	“
	South	1	“
	South-West	1	“
July	—North-West	5	“
	West	21	“
	East	3	“
	North-East	1	“
	North	1	“



Immigration Buildings, on Louise Docks, Quebec.

AI FS 186
-R26

Rapport
RAPPORT
DES
COMMISSAIRES DU PORT
DE QUÉBEC

POUR L'ANNÉE 1921

*Sous l'autorité de l'acte des Commissaires du Port
de Québec, 1899*



QUEBEC

1922

*Canada Quebec Harbour Commission
Report
1921
CA1 FS
-R26*

RAPPORT
DES
COMMISSAIRES DU PORT
DE QUEBEC

POUR L'ANNEE 1921

Sous l'autorité de l'acte des Commissaires du Port
de Québec, 1899

OFFICIERS DE LA COMMISSION DU PORT

MAJOR-GENERAL SIR DAVID WATSON, Président

Commissaires :

A.-S. GRAVEL, BRIG.-GENERAL T.-L. TREMBLAY, CHARLES SMITH, C.R., Secrétaire-Trésorier ST-GEORGE BOSWELL, M. Inst. C.E.
Ingénieur en Chef et Surintend. Général

A.-C. FELLOWS, Assistant Ingénieur

CAPT. P. L. LACHANCE, Maître du Port

CAPT. THOS. MCGOUGH, Assistant Maître du Port

E. H. S. WOODSIDE, Comptable

W. A. MOUNTAIN, Commis Priseur et Commis en Chef
du Département de Construction

JOHN STAIN, Caissier et Premier Commis

LAURENT DARVEAU, Assistant Caissier

H. PETERSON, Surintendant de l'Elévateur

A. F. DION, Surintendant du Trafic

G. H. BOURDON, Commissaire Acheteur

A. LETELLIER, Préposé aux Quais



Vue du Port de Québec et de la Terrasse Duferin, prise de la Citadelle.

EQUIPEMENT DU PORT DE QUEBEC

Le Port de Québec possède les facilités suivantes :

Postes d'amarrage pour vaisseaux océaniques

Bassin Extérieur : 6 postes d'amarrage d'une longueur de 400 à 500 pieds.

Bassin Intérieur : 4 postes d'amarrage d'une longueur de 400 à 500 pieds.

Brise-Lames : 4 postes d'amarrage de 500 pieds de long, ou 3 postes d'amarrage de 700 pieds de long, ou 2 postes d'amarrage de 1100 pieds de long.

Pointe-à-Carcy : 4 postes d'amarrage dont un pour vaisseaux océaniques, deux pour les cabotiers, et un pour le charbonnage des vaisseaux.

Bassin de la Rivière Saint-Charles : 7 postes d'amarrage d'une longueur de 500 à 600 pieds.

Profondeur d'eau à Marée Basse

Bassin Intérieur : 25 à 26 pieds à marée basse.

Bassin Extérieur : 24 à 30 pieds à marée basse.

Brise-Lames : Plus de 40 pieds à marée basse.

Pointe-à-Carcy Vis-à-vis le hangar 21: plus de 40 pieds à mer basse.

Rivière St-Charles : 35 pieds à mer basse.

ELEVATEURS A GRAINS

Un élévateur à grains d'une capacité de 250,000 minots.

Un élévateur à grains construit en béton et à l'épreuve du feu d'une capacité de 2,000,000 de minots, avec transbordeurs et galeries. La capacité de charge est de 60,000 minots à l'heure. On y trouve aussi un séchoir à grains, un séparateur "Richardson", et un hangar pour empocher.

OUTILLAGE POUR LA MANUTENTION DES CARGAISONS, ETC.

4 Locomotives pour le garage des wagons.

Voies ferrées conduisant à tous les hangars et postes d'amarrage.

Une grue flottante d'une capacité de 50 tonnes.

Wagons et chalands pour le transport du lest.

5 grues locomotives, d'une capacité s'élevant jusqu'à 38 tonnes.

L'eau de l'aqueduc de la ville est distribuée aux vaisseaux, et les jetées sont pourvues de la lumière électrique et du pouvoir moteur.

CARGAISONS DE GRAINS

Capacité de charge : 60,000 minots à l'heure.

Déchargement des vaisseaux : 30,000 minots à l'heure.

Déchargement des wagons : 100 wagons par jour.

Séchage du grain : 3,000 minots par jour.

Nettoyage du grain : 40,000 minots par jour.

HANGARS A MARCHANDISES

No	Situation	Dimensions	Surface
14	Mur transversal	200 x 38	7,600 pds carrés
18	Brise-Lames	744 x 37½	28,275 “
19	Pointe-à-Carcy	450¼ x 80¼	36,103 “
20	“Montcalm”	800 x 111	79,600 “
21	Pointe-à-Carcy	383 x 80	26,000 “
22	Jetée Louise	200 x 60	11,400 “
25	Jetée No 1	557½ x 80	43,000 “
26	Jetée No 1	737½ x 80	59,040 “
27	Jetée No 1	955 x 80	77,280 “
28	Rivière St-Charles	776 x 75	58,200 “
29	Rivière St-Charles	1000 x 102	102,000 “
52	Magasin	128½ x 60	7,710 “
			536,208 “
Surface combinée de tous les hangars :			536,208 “

DEPOTS DE CHARBON (Anthracite et bitumineux)

& CHARBONNAGE DES VAISSEAUX

Il y a sur la jetée Louise 5 installations pour le chargement et le déchargement du charbon. Elles sont opérées par diverses Compagnies privées.

Le charbonnage se fait au moyen de barges et de wagons placés le long des vaisseaux.

Une installation moderne pour le charbonnage des vaisseaux est en voie de construction sur la jetée Louise, du côté de la Rivière St-Charles. (Profondeur d'eau: 35 pieds à mer basse).

RESERVOIR D'HUILE COMBUSTIBLE POUR VAISSEAUX

L'huile combustible est fournie directement aux vaisseaux amarrés aux quais 18, 25 et 26, (Brise-lames), et 27, 28 et 29, (Bassin de la rivière St-Charles), au moyen d'un tuyau distributeur reliant ces différents quais à un réservoir érigé sur la Jetée Louise.

CHEMINS DE FER SUR LES JETÉES

Les Commissaires possèdent, sur les jetées, 16 milles de voies ferrées pour la manutention des marchandises. Le garage des wagons est fait par la Commission du Port.

Depuis la complétion du Pont de Québec, les jetées sont accessibles à tous les chemins de fer. Le chemin de fer "Pacifique Canadien" et les chemins de fer Nationaux Canadiens, ("Canadien Nord"), "Transcontinental National" et "Grand Tronc", ont leurs terminni dans le Havre même de Québec.

BASSINS DE RADOUB

Le Havre de Québec a deux bassins de radoub: L'un a 600 pieds de longueur et une largeur de 62 pieds à l'entrée. Le second (nouveau) est long de 1,150 pieds et large, à son entrée, de 120 pieds. Il peut recevoir les plus grands navires, et ses ateliers de réparations peuvent faire tous les travaux requis.

RAPPORT DES COMMISSAIRES DU PORT DE QUEBEC

POUR L'ANNEE 1921

2 janvier 1922.

L'honorable Ministre de la
Marine et des Pêcheries,
Ottawa.

Monsieur,

Les Commissaires du Port de Québec ont l'honneur de vous soumettre comme suit, leur rapport pour l'année finissant le 31 décembre 1921.

Le rapport annexé de l'Ingénieur-en-chef, M. St-George Boswell, contient tous les renseignements se rapportant aux travaux du Port en général ainsi qu'aux diverses additions et réparations qui ont été faites à la propriété des Commissaires.

Pendant l'année écoulée les Commissaires, suivant le programme adopté par eux lors de leur nomination en avril 1920, ont mis en œuvre toute leur énergie et tous leurs efforts aux fins d'obtenir pour le Port de Québec, sa juste part de l'énorme trafic d'exportation originant en Canada qui, pour une partie considérable, est dirigée chaque année vers les ports américains, grâce à un tarif de chemins de fer, sur nos routes canadiennes, défavorable aux intérêts du Port de Québec.

Les Commissaires regrettent que la demande qu'ils ont faite à la Commission des Chemins de fer pour l'obtention d'un taux de fret équitable sur le grain transporté des ports de la Baie Georgienne à Québec, n'ait pas reçu la considération qu'elle méritait, et que le 21 juillet 1921, cette demande a été rejetée par la Commission.

Les Commissaires ont l'honneur de vous soumettre comme suit, un sommaire des différentes raisons alléguées à l'appui de leur réclamation pour un tarif de chemin de fer égal à celui de Montréal pour le transport du grain venant des ports de la Baie Georgienne :

1. Les tarifs officiels, approuvés de temps à autre par le Bureau de Direction de la Commission des Chemins de Fer, ont fixé un taux sur le grain d'exportation, qui est beaucoup plus élevé des ports ci-dessus jusqu'à Québec qu'il ne l'est jusqu'à Montréal. Ce taux varie en excès de $\frac{1}{2}$ cent à 1.45 cent par boisseau. Il est actuellement de $\frac{1}{2}$ cent plus élevé par boisseau.

2. Québec est placé dans la même zone que West St. John, Halifax, Portland et Boston, qui sont de 300 à 600 milles plus éloignés de Montréal que ne l'est Québec, pendant que Montréal forme une zone séparée.

3. Montréal et Québec étant deux ports intérieurs sur le St-Laurent, devraient être mis, sous tous rapports, sur un pied d'égalité, en autant que le transport du grain venant des Ports de la Baie Georgienne est concerné, la distance entre ces deux villes n'étant que de 170 milles.

S'il est profitable pour les chemins de fer de transporter le grain aux ports de l'Atlantique, parfois sur une distance de 300 à 600 milles additionnels pour le même taux qu'à Québec, il n'y a aucune raison pour que le grain ne soit pas transporté à Québec pour le même taux que celui payé jusqu'à Montréal. Ces deux ports sont dans la même zone géographique.

En outre du taux plus élevé sur le grain dirigé sur Québec, tel que mentionné ci-dessus, les taux officiels de chemins incluent les charges d'élévation à Montréal, et quelquefois même les charges d'élévation et de livraison aux vaisseaux, et aussi le tarif d'aiguillage (switching) de la Commission du Port de Montréal, tandis que ces charges ne sont pas absorbées pour le Port de Québec dans les tarifs officiels des chemins de fer. Ces taux devraient tous être absorbés sur le grain expédié du Port de Québec, et ces deux ports devraient être mis sur le même pied sous ce rapport.

5. Les taux océaniques de Québec à Liverpool sont les mêmes que ceux de Montréal à Liverpool, et très souvent beaucoup plus élevés que ces derniers. Si Québec est placé sur le même pied que Montréal pour ce qui regarde les taux

océaniques, il devrait être placé sur un pied d'égalité en autant que les taux de chemin de fer sont concernés pour l'exportation du grain; car, autrement, le taux en excès est prohibitif et il est pratiquement impossible à l'exportateur de se servir des facilités terminales du Port de Québec qui ont coûté environ \$13,000,000.00 des deniers publics.

6. Les Commissaires ne veulent pas récriminer contre Montréal, mais ils prétendent que le volume du trafic originant en Canada est amplement suffisant pour alimenter à leur pleine capacité, ces deux ports nationaux pendant toute la saison de navigation, et que le grain canadien qui est, chaque année, dirigé vers les différents ports des Etats-Unis, devrait, de préférence, être expédié des ports canadiens, sur des vaisseaux appartenant au Gouvernement Canadien.

En faisant application pour obtenir ce taux d'exportation, les Commissaires ne demandaient que le rétablissement du taux qui était en vigueur en 1900, 1901, 1902 et 1903, alors que plusieurs compagnies maritimes expédiaient du grain et autres marchandises par voie du port de Québec.

LE CHEMIN DE FER TRANSCONTINENTAL POUR LE TRANSPORT DU GRAIN

Les Commissaires, en même temps, ont insisté pour que le chemin de fer Transcontinental National soit mis en opération pour l'objet pour lequel il a été construit, savoir: le transport des moissons de l'Ouest vers les différents ports canadiens, et tout spécialement à Québec en été, et à St. John, N.B., et Halifax pendant l'hiver.

Le mémoire suivant, soumis à la Commission des Chemins de fer, par les Commissaires du Port de Québec, démontre qu'un boisseau de grain peut être transporté sur le Transcontinental au coût de 17.9-10 cents par boisseau, de Winnipeg à Québec. Il est facile à voir qu'en ajoutant un profit raisonnable au coût actuel de 17.9-10 cents par boisseau, l'avantage reste encore au chemin de fer Transcontinental National sur tous les autres chemins de fer, sur lesquels le taux est actuellement de 36 centins.

ETAT DEMONTRANT LE COUT APPROXIMATIF DU TRANSPORT DU BLE, DE WINNIPEG A QUEBEC, PAR LE TRANSCONTINENTAL NATIONAL

Distance :—De Winnipeg à Québec, 1,350 milles.

Rampes :—La rampe maximum est de 0.4 de 1%, excepté sur une petite section où les rampes sont plus élevées.

Charge des wagons :—60 wagons d'une capacité d'environ 1000 boisseaux représentent 60,000 boisseaux de blé. (60,000 boisseaux de blé pèsent 1,800 tonnes).

Coût d'un train de fret par mille :—D'après les statistiques de la Commission américaine dite: "Interstate Commerce Commission", pour les dix mois finissant en octobre 1920, l'on constate que le coût d'opération par mille d'un train de fret sur les grandes voies ferrées des Etats-Unis varie entre un coût maximum de \$2.44 à un coût minimum de \$1.57, et que le coût moyen d'un train de fret par mille est de \$1.99.

Le chiffre ci-dessus, soit \$1.99, comprend le personnel à l'emploi du train, le combustible, les réparations de locomotives, les dépenses des usines de réparations, etc., c'est-à-dire, toutes les dépenses d'opération d'un train, mais cela ne couvre pas les dépenses d'administration, de l'entretien du chemin et du matériel roulant, ni les profits.

Coût d'opération d'un train de fret de Winnipeg à Québec, 1,350 milles à \$1.99.....	\$ 2,686. 50
Coût d'opération d'un train de fret retournant à Winnipeg (wagons vides), 1,350 milles, à \$1.99.....	2,686. 50
Coût total d'opération d'un train de Winnipeg à Québec, et retour à Winnipeg.....	\$ 5,373. 00

Allocation pour l'entretien de la ligne, pour l'entretien du matériel roulant et dépenses d'administration, 100% des dépenses d'opé- ration, (Autorité: Mechanical Engineer's Handbook, page 1219, table 6)	5,373.00
	<hr/>
	\$10,746.00

Coût total de transport par boisseau de grain	\$ 10,746
	<hr/>
	= \$0.179 cts.
	60,000

Soit : 17.9-10 cents par boisseau.

Note:—Dans le calcul ci-dessus, on suppose que les trains retournent vides à Winnipeg, en l'absence de données démontrant quel fret serait disponible allant vers l'Ouest. Il est évident qu'une certaine quantité de fret, augmentant probablement chaque année, serait disponible, ce qui serait un profit net pour le chemin de fer, en plus du profit fait sur les taux de transport du blé au-dessus de 18 cents par boisseau.

Les Commissaires estiment que les chiffres ci-dessus mentionnés justifient pleinement les revendications de Québec comme Port National pour l'expédition du grain, et démontrent qu'il n'existe aucune raison valable pour laquelle le chemin de fer Transcontinental ne serait pas utilisé à cette fin pour alimenter jusqu'à la limite de leur capacité, le Port de Québec en été, et les ports de St. John et Halifax en hiver.

DROITS DE MOUILLAGE ET DE TONNAGE A QUEBEC

Afin d'enlever tous obstacles à l'expédition continue du grain par le Port de Québec, les Commissaires ont décidé de recommander à votre Département l'élimination des droits de mouillage et de tonnage sur les vaisseaux (tramp

steamers) prenant des chargements complets de grain à Québec, à condition que le Port de Québec soit inclus, par le Gouvernement, dans la même zone que le Port de Montréal, en autant que les taux de fret sont concernés, de façon à ce que le coût du transport d'un boisseau de grain, des Ports de la Baie Georgienne à Québec ne soit pas plus élevé que s'il était transporté à Montréal. Pour arriver à ce résultat, l'excédent de taux actuel devrait être absorbé, soit à par les chemins de fer, soit par les vaisseaux qui, en prenant leurs chargements à Québec au lieu de se rendre à Montréal, épargneraient des montants d'argent considérables en charbon, ou autres combustibles, assurances, temps, pilotage, etc. Cette économie ainsi réalisée, d'après l'estimation des experts, est plus élevée que la $\frac{1}{2}$ cent par boisseau en excès sur le taux de chemin de fer.

Les Commissaires recommandent que la Marine Marchande du Gouvernement Canadien prenne l'initiative à ce sujet.

GRAIN EXPORTÉ DE QUÉBEC EN 1921

Malgré la décision défavorable de la Commission des Chemins de Fer ci-dessus mentionnés, les efforts faits par les Commissaires dans le but d'attirer à Québec des chargements de grain ont, toutefois, été couronnés d'un succès partiel pendant la dernière saison de navigation, ainsi qu'il apparaît par l'état suivant, couvrant une période d'un peu plus de trois semaines, alors que 4,000,000 de boisseaux furent expédiés de notre Elévateur de Québec:

COMMISSION DU PORT DE QUEBEC

Rapport sur le chargement des vaisseaux à l'élévateur à grains No 2,
entre le 14 septembre 1921 et le 9 octobre 1921

VAISSEAU	Chargement commencé	Chargement fini	Cargaison en boisseaux
	Septembre	Septembre	
ELIDA CLAUSEN.....	14,	20, 6.00 P.M.	135,321-24
TOURS.....	15, 7.00 A.M.	16, 4.00 A.M.	233,931-29
LAGUNA.....	14,	18,	309,125-10
NIEUWE MAAS.....	14, 8.00 A.M.	19, P.M.	216,461-54
MAUDIE.....	18, 4.00 P.M.	22, 6.00 P.M.	271,045
RAMORE HEAD.....	21, 2.30 P.M.	22, 2.45 P.M.	64,271
CAN. COMMANDER...	22, 9.00 P.M.	24, 9.30 P.M.	162,666-40
ARIANO.....	21, 2.30 P.M.	28, 10.00 A.M.	264,056-05
* VENDOME.....	23, 9.30 A.M.	29, 6.00 P.M.	232,305
ASTRAEA.....	26, 9.00 A.M.	28, 3.00 P.M.	177,166-40
FAGERAAS.....	28, 1.00 P.M.	Oct. 1, 5.00 P.M.	185,990-30
SANTA ELENA.....	25, 2.30 P.M.	2, 3.00 P.M.	303,322-18
THORDIS.....	28, 1.00 P.M.	2, 11.00 P.M.	223,739-16
KAMOURASKA.....	29, 8.30 P.M.	4, 3.00 P.M.	280,863-15
TURBINIA.....	Oct. 2, 8.00 P.M.	6, 3.00 P.M.	187,027-20
+ CAMPANIA.....	2, 1.00 P.M.	9, 9.30 A.M.	261,282-40
DUBHE.....	3, 11.00 A.M.	6, 9.00 P.M.	198,973-15
+ KELBERGEN.....	4, 8.00 P.M.	9, 2.30 P.M.	291,433-32
	Total.....		3,998,983-19

(Expédition

subséquente par)

ST. ANTHONY..... 12 nov. 83,697-09

Total du grain exporté en 1921..... 4,082,680-28
boisseaux

* Chargement discontinué pendant 3 jours.

+ A perdu 2 jours à cause de la pluie.

1 vaisseau n'a pris qu'une cargaison partielle, (64,271 boisseaux).

1 vaisseau n'a pris qu'une cargaison partielle, (83,697 boisseaux).

Moyenne : 17 vaisseaux=231,470 boisseaux.

**GRAIN DECHARGE des BARGES des LACS à la "MARINE TOWER",
du 12 septembre au 6 octobre 1921**

BARGE	DATE	Cargaison en boisseaux
RICHARD W.....	12 sept.....	67,832-32
McKINSTRY.....	21 ".....	81,598-22
RICHARD W.....	22 ".....	68,250
KENORA.....	25 ".....	68,042-48
MAPLETON.....	26 ".....	81,542-18
S. LANGELL.....	6 octobre...	38,805-20
		405,071 boisseaux

Le rapport ci-dessus démontre que les réclamations de Québec comme port d'expédition pour le grain ne sont pas de vaines assertions, mais sont amplement justifiées par les faits.

Quand le mouvement du grain a commencé, au début du mois de septembre dernier, l'Elévateur de la Commission n'avait pour ainsi dire expédié aucun grain d'exportation durant les trois années précédentes, et les Commissaires durent faire face à ce mouvement soudain, dû à la congestion du Port de Montréal, avec un personnel dans leur Elévateur réduit au minimum.

Toutefois, le Port de Québec a à son crédit d'avoir reçu et expédié 4,000,000 boisseaux de grain dans l'espace de trois semaines, ce qui démontre que le service d'expédition à Québec est aussi rapide qu'à n'importe quel autre port, sous les mêmes circonstances.

Malheureusement, les expéditions de grain par Québec s'arrêtèrent soudain le 9 octobre, alors que les conditions d'opération commençaient à devenir normales.

Les résultats obtenus auraient été dépassés sans aucune difficulté, si notre élévateur avait travaillé continuellement jusqu'à la fin de la saison de navigation.

Il est à espérer qu'au cours de la prochaine saison, nous verrons la continuation de cette nouvelle ère de prospérité pour le port de Québec, et que ses facilités d'expédition, qui ont été si bien mises en œuvre pendant la saison dernière, seront utilisées continuellement pendant la saison prochaine et les années à venir.

AUGMENTATION DU REVENU ET REDUCTION DES DEPENSES D'OPERATION

Durant l'année écoulée, les Commissaires ont administré les affaires du Port avec la plus stricte économie et ils sont heureux de faire rapport que les opérations de l'année montrent un surplus de \$52,020.74, contre un déficit de \$65,221.96 en 1920, ce qui est une amélioration de \$117,242.70.

REVENU ET TRAFIC A QUEBEC EN 1921

L'on constate, à l'examen des rapports annexés, soumis par les chefs des différents départements de la Commission, une amélioration considérable sur les opérations de l'année précédente.

REVENU

Revenu en 1921.....	\$ 387,323.91
Revenu en 1920.....	322,397.47
<hr/>	
Montrant une augmentation en 1921, de.....	\$ 64,926.44

DEPENSES

Dépenses d'opération en 1920.....	\$ 387,619.43
Dépenses d'opération en 1921.....	335,303.17
<hr/>	
Montrant une diminution en 1921, de.....	\$ 52,316.26

MOUVEMENT DES VAISSEAUX

ENTRANT DANS LE PORT

1920.....	460 vaisseaux
1921.....	384 " "

SORTANT DU PORT

1920.....	214 vaisseaux
1921.....	108 " "

Diminution en	Diminution en
1921..... 76 vaisseaux	1921..... 106 vaisseaux

Malgré la diminution du nombre de vaisseaux, la quantité de fret transportée en 1921 a excédé considérablement la quantité transportée l'année précédente. Cet excédent est dû au fait qu'un plus grand nombre de vaisseaux ont chargé et déchargé des cargaisons complètes, en l'année 1921 qu'en 1920.

DEPARTEMENT DU TRAFIC

Chars manœuvrés en 1920.....	39,086
Chars manœuvrés en 1921.....	28,404
Diminution en 1921.....	10,682 chars

Cette diminution en 1921 est due au fait que le service de transport des wagons par bateaux, entre Lévis et Québec, (Car Ferry Service), a été discontinué en 1921, ce trafic ayant été dirigé par voie du Pont de Québec.

ELEVATEUR A GRAINS

Grain reçu en 1921.....	5,611,244 boisseaux
Grain reçu en 1920.....	450,786 “
Montrant une augmentation en 1921, de	5,160,458 “
Grain livré en 1921.....	5,548,091 boisseaux
Grain livré en 1920.....	739,180 “
Montrant une augmentation en 1921, de	4,808,911 “



Vue de l'élevateur No 2 des Commissaires du Port de Québec et d'une Barge déchargeant une cargaison de grain, en septembre 1921.



Ci après est un extrait du rapport de l'Auditeur relatif à l'audition des livres de la Commission pour l'année 1921:

“ Les livres sont bien tenus et en bon ordre, toutes les pièces justificatives et documents ont été produits à notre satisfaction.

“ L'état du revenu fait voir une amélioration marquée et le déficit de \$65,221.96 de l'année précédente a été changé cette année en un surplus de \$52,020.74, montrant une amélioration de \$117,242.70.”

Les dépenses d'opération ont été réduites, de \$387,619.00 à \$335,303.00, soit un gain de \$52,316.00. Tous les items font voir une réduction, excepté les “Elévateurs”, lesquels, contre une augmentation dans les dépenses d'opération de \$22,322.00, montrent une amélioration de \$71,120.00 en revenus.

A ce rapport sont annexés les divers états et rapports donnant tous les renseignements transmis annuellement à votre Département, concernant le Port de Québec, et aussi un état complet de comptes de la Commission pour l'année 1921.

J'ai l'honneur d'être,

Monsieur,

Votre obéissant serviteur,

CHARLES SMITH,

Secrétaire-trésorier.

RAPPORT DE L'INGENIEUR EN CHEF

MONSIEUR CHARLES SMITH,
Secrétaire-trésorier,
Commission du Port,
Québec.

Monsieur,

J'ai l'honneur de vous soumettre le rapport suivant relatif aux divers travaux d'entretien et d'améliorations exécutés pendant l'année 1921.

Aucunes constructions nouvelles relatives à l'extension du Havre n'ont été faites pendant la dernière saison, à l'exception de la pose d'une troisième ligne de chemin de fer, sur une longueur de 1,240 pieds, au sud du hangar No 29; cette voie additionnelle était requise pour le garage des wagons de grain manœuvrés à l'élévateur No 2 de la Commission.

Les travaux d'entretien et de réparation les plus importants, exécutés pendant la dernière saison, sont les suivants:

La reconstruction d'un des chargeurs à grain, (Gantry Grain Loader), endommagé pendant une forte tempête de vent. La structure en acier de ce chargeur a été érigée et la machinerie y est maintenant en cours d'installation par les ouvriers de la Commission;

Les réparations de la paroi du quai du Brise-Lames dans le Bassin Extérieur, endommagée par un vaisseau qui a heurté ce quai;

Les réparations de la paroi extérieure du quai Wellington, endommagée par un vaisseau;

La réparation des dommages causés au Pont à Bascule (Cross-Wall Bascule Railway Bridge) qui a été frappé par l'étrave d'un vaisseau entrant dans le Bassin Intérieur. Cette réparation a nécessité que l'on coupe, pour être remplacée, une partie de la corde inférieure de la travée est du pont, et l'enlèvement ainsi que le réajustement de la grande crémaillère circulaire;

Les réparations du ponton de la Grue de 50 tonnes, qui a reçu des dommages en deux occasions, pendant qu'elle était sous le contrôle de personnes qui l'avaient louée des Commissaires.

Les menues réparations et constructions suivantes ont été faites:

La construction de deux passerelles pour passagers;

Les défenses de la drague à godets ont été renouvelés;

La coque du remorqueur "AVISO" a été grattée et peinte;

La galerie à grains, entre l'Elévateur et la Tour Marine, a été peinte;

Les toits du hangar No22, et du ponton sis en face de la Douane, ainsi que le côté est du hangar No 7 ont été peints;

Six des défenses flottantes, de 8 pieds de diamètre, ont été recouvertes avec des madriers de 12 pouces;

Des défenses ont été placées le long de la partie reconstruite du grand quai à l'Anse-aux-Sauvages;

Les quais, vis-à-vis les hangars Nos 19 et 21, ont été remplis avec de la pierre d'excavations;

Au début de la saison, le hangar d'accostage No 13, situé sur le quai transversal, le plus ancien des hangars de la Commission et qui était sous location à ce moment, a été brûlé complètement.

Il n'a pas été reconstruit, vu que dans cette localité, un quai découvert est plus utile pour le service général.

Le pont du quai transversal a été mis en opération pour la première fois, la saison dernière, le 7 avril, et pour la dernière fois, le 9 décembre.

L'eau a été retenue pour la première fois, dans le Bassin Intérieur, le 25 avril, et pour la dernière fois, le 3 décembre.

J'ai l'honneur d'être,

Monsieur,

Votre obéissant serviteur,

ST. GEORGE BOSWELL,

Ingénieur-en-chef et Surintendant Général.

RAPPORT DE L'ASSISTANT MAITRE DU PORT RELATIF A L'OUVERTURE ET A LA FERME- TURE DE LA NAVIGATION POUR L'ANNEE 1921

Québec, 31 décembre, 1921.

M. CHARLES SMITH,
Secrétaire-trésorier,
Commission du Port,
Québec.

Monsieur,

J'ai l'honneur de vous soumettre le rapport suivant relatif à l'ouverture et à la fermeture de la navigation dans le Port de Québec, pour l'année 1921 :

- Mars 22—S.S. "LADY GREY" parti à 4 hrs A.M. pour Trois-Rivières.
- " 29—S.S. "LADY GREY" arrivé à Montréal à midi; premier vaisseau.
- Avril 4—S.S. "BELLECHASSE" parti pour Trois-Rivières à 4 hrs A.M.
- " 5—Goélette à gazoline "GULF ST. LAWRENCE", partie à 2 hrs P.M. pour Trois-Rivières.
- " 7—Goélette "R. P. LABROSSE", de Tadoussac, capitaine Bouliane.
- " 7—Goélette "LATA", de la Malbaie, capitaine Boivin.
- " 23—S.B. "HENRY B. HALL", d'Erié, avec un chargement de charbon pour la Canadian Import Co.
- " 23—S.S. "CABOTIA", arrivé à 5 hrs P.M. de Glasgow.
- " 24—S.S. "NORTH SHORE", arrivé à 7.15 P.M. de Newcastle.



Vaisseaux de la "Canadian Pacific Steamships Ltd.", S.S. "Empress of India", "Empress of France" et "Montrose", au quai du Brise-Lames, Québec.

- “ 27—S.S. “TURRET CAPE”, du Cap-Breton, pour la Canadian Import Co.
- “ 29—S.S. “MINNEDOSA”, arrivé à 9 hrs P.M. de Liverpool.

Avril 30—S.S. “CANADA”, arrivé à 6.30 hrs A.M. de Liverpool.

- “ 30—“METAGAMA”, arrivé à 2 hrs P.M. de Liverpool.

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Déc. 9—S.B. “JOHN F. MORROW”, parti à 12.30 A.M. pour Montréal.

- “ 10—S.S. “GYP”, parti à 7.30 hrs A.M. pour la mer avec plein chargement.
- “ 10—S.S. “G. R. CROWE”, arrivé à 3.30 hrs P.M.
- “ 12—S.S. “G. R. CROWE”, parti à 7 hrs A.M. pour New York.
- “ 13—S.S. “GEORGEN CLYDE”, parti à 2.45 hrs A.M. pour Montréal avec S.S. “DRUID”.
- “ 14—S.S. “LADY GREY”, arrivé à midi de Sorel pour hivernage.
- “ 15—S.S. “DRUID”, arrivé à 10 hrs A.M. pour hivernage dans le Bassin.
- “ 15—S.S. “MONTCALM”, arrivé à 4 hrs P.M. du Saguenay, pour hivernage.

J'ai l'honneur d'être,

Monsieur,

Votre obéissant serviteur,

CAPITAINE THOS. MCGOUGH,
Assistant Maître du Port.

ETAT DES ARRIVAGES DANS LE PORT DE QUEBEC PENDANT L'ANNEE 1921

22

MOIS	VAISSEAUX COTIERS				VAISSEAUX OCEANIQUES				Nombre total de vaisseaux durant le mois	Total du Tonnage Brut par mois
	Venant de la mer		Venant de Montréal et des Lacs		Remontant		Descendant de Montréal			
	Tonnage Brut	Nombre de Vaisseaux	Tonnage Brut	Nombre de Vaisseaux	Tonnage Brut	Nombre de Vaisseaux	Tonnage Brut	Nombre de Vaisseaux		
Avril.....	6,466	8	3,317	3	41,819	5	.....	.....	16	51,602
Mai.....	17,338	18	20,281	20	171,347	18	.....	.....	56	208,966
Juin.....	39,150	26	14,460	14	190,483	19	13,635	1	60	257,728
Juillet.....	49,466	36	35,359	35	209,749	24	.....	.....	95	274,574
Août.....	84,600	40	25,125	24	237,712	26	23,477	4	94	370,914
Septembre.....	43,139	26	21,220	17	279,589	37	68,678	14	94	412,626
Octobre.....	26,113	25	19,092	16	222,712	27	38,832	8	76	306,749
Novembre.....	27,926	20	37,905	24	139,551	16	3,181	1	61	208,562
Décembre.....	8,670	7	7,983	3	3,337	1	4,333	1	12	24,323
	302,868	206	184,742	156	1,496,299	173	152,136	29	564	2,116,044

RAPPORT DU PREPOSE AUX QUAIS

Québec, 3 janvier 1922.

MONSIEUR CHARLES SMITH,
Secrétaire-trésorier,
Commission du Port,
Québec.

Monsieur,

J'ai l'honneur de vous soumettre le rapport suivant relatif au trafic sur les Quais et sur la Jetée Louise, avec indication du nombre de vaisseaux océaniques, côtiers et venant des Grands Lacs, et de leur tonnage net, ainsi que de la quantité et description des cargaisons chargées et débarquées pendant la saison 1921.

IMPORTATIONS: 384 vaisseaux, 1,118,024 tonneaux nets.

1,579,433 minots, grain

9,096 tonnes, cargaison générale

774 " Briques à feu

24 " Bétail

5 " Zinc

381 " Oignons

1,058 " Sucre

17,865 " Melasse

4,949 " Pulpe humide

42 " Thé

4,915 " Sel

64 " Poterie

197 " Boissons alcooliques

6 " Marbre

2 " Poisson en canistres

2,540 " Phosphate

167 " Chiffons

170 " Raisin

29 " Ecorces d'orange

50 " Fer Alumineux

215,264	“	Charbon Bitumineux
39,900	“	Charbon Anthracite
EXPORTATIONS: 108 vaisseaux, 355,136 tonneaux nets.		
4,082,680 minots de Grain		
838 tonnes, cargaison générale		
12,956	“	Viandes
720	“	Bois à allumettes
61	“	Avoine roulée
25	“	Œufs
150	“	Bois pour boîtes
330	“	Farine
173	“	Fromage
1,079	“	Saindoux
89	“	Saumon (gelé)
32	“	Viandes en conserves
21	“	Magnésite
8	“	Lingots d'argent
20	“	Manches en bois
18	“	Lait condensé
16	“	Extrait de Pruche
252	“	Planches
314	“	Fruits
10,023	“	Huile combustible
38	“	Tringles d'érable
9,702	“	Pulpe de bois
9,851,611 F. B. M. Bois de sciage		
3,439,772	“	Bois carré
1,575,296	“	Bois de fuseaux

VAISSEAUX COTIERS DU BAS DU FLEUVE

MONTANT LE FLEUVE: 56 vaisseaux, 17,331 tonn. nets.
 502 tonnes, cargaison générale
 239 “ Pulpe humide

DESCENDANT LE FLEUVE: 67 vaiss., 19,301 tonn. nets.
 5,599 tonnes, cargaison générale
 73,405 F. B. M. Bois de construction (appareillé)

MONTREAL-QUEBEC, (Kirkwood S.S. Lines)

MONTANT LE FLEUVE: 45 vaisseaux, 7,592 tonn. nets.
7,136 tonnes, cargaison générale

DESCENDANT LE FLEUVE: 44 vaisseaux, 6,930 tonn. nets.
574 tonnes, cargaison générale

La Nova Scotia Steel & Coal Co. a en stock 29,000 tonnes de charbon sur le terrain qui lui est loué.

La Dominion Coal Co. a en stock 6,300 tonnes de charbon sur le terrain qui lui est loué.

Il y a sur la Jetée Louise, en hivernage, du bois marchand, du bois de charpente, du charbon, etc.

Dans les différents entrepôts, il y a du bois de fuseau, du sel, de la pulpe, des phosphates, du sucre, etc.

Pendant les mois d'hiver, les Bassins sont occupés par un grand nombre de vaisseaux de divers tonnages, qui y trouvent un abri sûr en attendant l'ouverture de la navigation.

J'ai l'honneur d'être,

Monsieur,

Votre obéissant serviteur,

A. LETELLIER,
Préposé aux Quais.

RAPPORT DU GERANT DU TRAFIC

Québec, 31 décembre 1921.

M. ST. GEORGE BOSWELL,
Ingénieur-en-chef et Surintendant Général,
Commission du Port,
Québec.

Monsieur,

Pour l'information des Commissaires, j'ai l'honneur de vous transmettre le rapport des opérations du département du Trafic pour l'année 1921:

Wagons chargés, reçus	8,371	
Wagons chargés, expédiés	6,861	
	<hr/>	15,232
Wagons, vides, reçus	5,777	
Wagons vides, expédiés	7,395	
	<hr/>	13,172
Nombre total de wagons manœuvrés		<hr/> 28,404
Wagons chargés échangés via les voies fer- rées du Hâvre		551
Wagons à passagers, malles et bagages		1,788
Nombre total de wagons de charbon manœuvrés		3,016

Les quatre locomotives de la Commission sont réparées et tenues en bon état par les employés de nos boutiques.

Votre obéissant serviteur,

A.-F. DION,
Gérant du Trafic.



Vue montrant l'élévateur No 2 avec dix vaisseaux prenant leur chargement de grain à Québec, en septembre, 1921.

RAPPORT DU SURINTENDANT DE L'ÉLEVATEUR

No 2

Québec, 1 janvier 1922.

M. CHARLES SMITH,
 Secrétaire-trésorier,
 Commission du Port,
 Québec.

Monsieur,

J'ai l'honneur de vous soumettre le rapport suivant relativement à l'Élévateur No 2 de la Commission du Port, pour la saison 1921 :

La quantité totale du grain reçu et livré est comme suit :

GRAIN REÇU

Dans l'élévateur, à la fin de la saison 1920....	145,270 boiss
Blé.....	1,265,967 boisseaux
Blé-d'Inde.....	3,171,966 “
Avoine.....	938,761 “
Autres grains.....	234,550 “
	<hr/>
	5,611,244 “
	<hr/>
Total.....	5,756,514 “

GRAIN LIVRÉ

Par convoyeurs à grain.....	4,223,560 boisseaux
Par wagons.....	158,639 “
En sacs.....	1,165,892 “
	<hr/>
	5,548,091 “
	<hr/>
Dans l'élévateur, le 1er janvier 1922....	208,423 “

Les chiffres ci-dessus mentionnés représentent le manie-
ment total pour 1921. Dans ces chiffres sont compris
1,332,242 boisseaux pour le marché local, desquels 340,066
boisseaux ont été nettoyés à nouveau.

Respectueusement soumis,

H. PETERSON,
Surintendant.

**Dépenses imputables au compte du capital sur octrois
approuvés par votes du Parlement, sous l'autorité
des "Lois des avances au Port de Québec"
1913-1917**

Reconstruction d'un Chargeur à Grain.....	\$ 7,281.91
Tuyau principal de 6'' sur la Jetée.....	1,622.45
Hangar permanent No 28 à l'épreuve du feu, (travail fait par la Commission)	2,303.73
Hangar à locomotives.....	308.38
Reconstruction du Grand Quai à l'Anse-aux- Sauvages.....	625.07
Cour pour les voies ferrées	1,861.32
Matériel et outils.	1,294.67
Extension des Piliers de fondation du Hangar No 29	831.66
Dépenses totales	<u>\$16,129.19</u>

Bureaux de la Commission du Port de Québec,
Département du Comptable,
3 janvier 1922.

ERNEST H. S. WOODSIDE,

Comptable-en-chef.

CHARLES SMITH,

Secrétaire-trésorier.

COMMISSION DU PORT DE QUEBEC

Etat comparatif du revenu pour les années 1920 et 1921

	1921	1920	Différence	1921
Élévateurs.....	\$ 93,141.85	\$ 22,021.05	\$ 71,120.80	Augmentation
Hangars.....	18,597.99	10,502.63	8,095.36	Augmentation
Grues à marchandises.....	4,317.41	7,660.76	3,343.35	Diminution
Voies ferrées.....	64,367.03	68,642.54	4,275.51	Diminution
Grue flottante.....	11,087.00	3,974.10	7,112.90	Augmentation
Revenus des quais.....	49,752.94	50,959.80	1,206.86	Diminution
Loyers.....	118,470.75	117,507.72	963.03	Augmentation
Recettes diverses.....	27,588.94	40,470.91	12,881.97	Diminution
Intérêts.....	.....	657.96	657.96	Diminution
Totaux.....	\$ 387,323.91	\$ 322,397.47	\$ 64,926.44	Augmentation

Département du Comptable, Bureau de la Commission du Port, 3 janvier 1922.

ERNEST H. S. WOODSIDE,
Comptable-en-chef.

CHARLES SMITH,
Secrétaire-trésorier.



Vue montrant une partie du Port de Québec, le quai du Brise-Lames et le Bassin extérieur.

COMMISSION DU PORT DE QUEBEC

Dépenses générales au compte du capital

Passerelles à Passagers \$ 519.76

Bureau de la Commission du Port,
Département du Comptable.

3 janvier 1922.

E. H. S. WOODSIDE,
Comptable-en-chef.

CHARLES SMITH,
Secrétaire-trésorier.

COMMISSION DU PORT DE QUEBEC

Compte du revenu pour l'année finissant le 31 décembre 1921

Recettes d'opération		Dépenses d'opération	
Élévateurs.....	\$ 93,141.85	Élévateurs.....	\$ 67,907.80
Hangars.....	18,597.99	Hangars.....	32,146.81
Grues à marchandises.....	4,317.41	Grues à marchandises.....	3,364.75
Voies ferrées.....	64,367.03	Voies ferrées.....	73,075.75
Grue Flottante.....	11,087.00	Grue Flottante.....	3,883.75
Revenus des quais.....	49,752.94	Quais.....	30,947.99
Loyers.....	118,470.75	Dépenses diverses.....	13,553.90
Recettes diverses.....	27,588.94	Intérêt sur débentures.....	46,000.00
		Administration.....	64,422.42
		Surplus sur les dépenses de l'année.....	52,020.74
	<u>\$ 387,323.91</u>		<u>\$ 387,323.91</u>

Département du Comptable,
Bureau de la Commission du Port de Québec,
3 janvier 1922.

ERNEST H. S. WOODSIDE,
Comptable-en-chef.

CHARLES SMITH,
Secrétaire-trésorier.

Commissaires du Port de Québec

État de l'actif et du passif

COMMISSION DU **Etat de l'actif et du passif**

ACTIF			
Bassins Louise et Quais.....	\$ 5,457,906. 12		
Propriétés à l'Anse-aux-Sauvages.....	121,818. 29		
Carrière de pierre à Sillery.....	1,063. 70		
		\$ 5,580,788. 11	
Nouveaux Travaux :			
Draguage.....	1,231,491. 08		
Quais et Bassins.....	1,739,652. 01		
Boutiques et Bâtisses.....	472,073. 17		
Voies Ferrées.....	175,024. 17		
Hangars Permanents.....	497,379. 91		
Elévateurs à grain.....	1,252,316. 72		
Transbordeurs à grain.....	666,139. 12		
Divers travaux.....	67,809. 55		
		\$ 6,101,885. 73	
			\$11,682,673. 84
Lots de grève et à eau profonde (voir contra).....			17,261. 21
Machineries et outillage.....			899,577. 46
Matériaux en mains.....			31,626. 71
Ameublement de bureaux.....			10,705. 13
Réclamations non réglées contre le Gouvernement de la Puissance :			
Dépt. des Travaux Publics.....	\$ 455,209. 04		
Dépt. de l'Intérieur.....	351,437. 32		
Dépt. Marine et Pêcheries.....	314. 25		
Dépt. du Service Naval.....	1,475. 00		
Dépt. Milice et Défense.....	38. 75		
Chemin de fer Intercolonial.....	2,637. 00		
Commissaires du Chemin de fer Transcontinental National... ..	2,253. 96		
		813,365. 32	
Comptes recevables.....		33,604. 88	
			\$ 846,970. 20
Comptes recevables.....			326. 38
Argent en mains et en banque.....			22,671. 53
Compte en suspens.....			27,390. 64
Somme de loyers à percevoir.....			1,108. 60
Polices non expirées.....			2,205. 21
			\$13,542,516. 91

PORT DE QUEBEC

au 31 décembre 1921

PASSIF		
Débetures du Havre de Québec, (51 Vic. chap. 6).....	\$ 3,612,802.42	
Receveur-Général.....	43,380.00	
Gouvernement de la Puissance, pour renforcer murs Bassin Louise.....	541,393.26	\$ 4,197,575.68
Débetures du Havre de Québec, 62-63 Vict., chap. 34.....	350,000.00	
Intérêt au 1er janvier 1922.....	3,200.00	
Débetures du Havre de Québec, 6-7 Edouard VII, chap. 36.....	800,000.00	\$ 1,153,200.00
Débetures du Havre de Québec, Série "A", 3-4 Geo. V, chap. 41 et 4-5 Geo. V, chap. 47...	5,500,000.00	
Débetures du Havre de Québec, Série "B", 7-8 Geo. V, chap. 4.....	1,479,300.00	\$ 6,979,300.00
Capital, Anse Lampson (suspens).....		453,167.86
Lots de grève et à eau profonde, (voir contra)...		17,261.21
Comptes payables.....		2,116.79
Gages dûs.....		2,295.80
Réserve pour couvrir perte subie lors de la disposition de biens capitalisés.....		96,707.07
Surplus :		
Compte de plus value.....	162,528.12	
Profits et pertes.....	478,364.38	640,892.50
		\$13,542,516.91

NOTE.—Les arrérages d'intérêts dûs au Gouvernement de la Puissance ne sont pas inclus dans état ci-dessus.

L'intérêt sur les Débentures du Havre de Québec, Séries "A" et "B" se montant à la somme de \$1,276,822.78 pour six ans jusqu'au premier juillet 1921, n'a pas été payé et n'est pas compris dans l'état ci-dessus.

Québec, 3 janvier 1922.

CHARLES SMITH,
Secrétaire-Trésorier.

CERTIFICAT DES AUDITEURS

Nous avons l'honneur de faire rapport que nous avons examiné l'état de l'Actif et du Passif des Commissaires du Port de Québec au 31 décembre 1921, et nous certifions que, en tenant compte de la note ci-dessus relativement à l'intérêt sur Débentures, il représente la position réelle de la Commission à cette date, d'après les livres et autres informations à nous fournies.

Québec, 22 janvier 1922.

LARUE & TRUDEL,
Auditeurs, C.A., L.I.A.

TABEAU indiquant l'ouverture et la fermeture de la navigation dans le Havre de Québec, de 1830 à 1921

ANNEE	Première goélette d'en bas	Premier vapeur de Montréal	Premier arrivage océanique	Dernier départ océanique
1830		Avril 17	Avril 17	Décembre 4
1831		Avril 21	Avril 16	Novembre 30
1832		Avril 29	Mai 4	Novembre 30
1833		Avril 18	Mai 10	Novembre 25
1834		Avril 18	Mai 6	Novembre 24
1835		Mai 4	Mai 2	Novembre 25
1836		Mai 11	Mai 11	Novembre 26
1837		Mai 1	Avril 29	Novembre 18
1838		Avril 28	Mai 3	Novembre 20
1839		Avril 21	Mai 8	Novembre 23
1840		Avril 19	Avril 25	Novembre 29
1841		Mai 1	Avril 29	Novembre 28
1842		Avril 21	Mai 3	Novembre 28
1843		Mai 5	Avril 18	Novembre 28
1844		Avril 24	Mai 3	Novembre 23
1845		Avril 25	Mai 1	Novembre 26
1846		Avril 17	Avril 24	Novembre 27
1847		Mai 8	Mai 8	Novembre 26
1848		Avril 6	Mai 1	Novembre 21
1849		Avril 25	Avril 28	Novembre 25
1850		Avril 25	Avril 28	Novembre 28
1851		Avril 22	Avril 20	Novembre 29
1852		Avril 30	Avril 15	Décembre 4
1853		Avril 23	Avril 24	Novembre 26
1854		Mai 5	Avril 29	Novembre 29
1855		Mai 6	Mai 6	Novembre 22
1856		Avril 27	Avril 20	Novembre 23
1857		Avril 17	Avril 28	Novembre 24
1858		Avril 18	Avril 29	Novembre 25
1859		Avril 22	Avril 29	Novembre 28
1860		Avril 26	Avril 28	Novembre 26
1861		Avril 26	Avril 22	Novembre 26
1862		Avril 20	Avril 16	Novembre 29
1863		Mai 3	Mai 4	Novembre 27
1864		Avril 25	Avril 27	Novembre 30
1865		Avril 21	Avril 29	Novembre 28
1866		Avril 26	Avril 28	Décembre 1
1867		Mai 3	Avril 17	Novembre 29
1868		Avril 28	Avril 23	Novembre 28
1869		Avril 30	Avril 27	Novembre 27
1870		Avril 25	Avril 16	Décembre 2
1871		Avril 18	Avril 22	Novembre 27
1872		Mai 6	Avril 30	Novembre 26
1873		Mai 2	Avril 28	Novembre 22
1874		Mai 10	Avril 28	Novembre 25
1875		Mai 9	Avril 29	Novembre 23
1876		Mai 9	Mai 6	Novembre 26

TABEAU indiquant l'ouverture et la fermeture de la navigation dans le Havre de Québec, de 1830 à 1921—(Suite)

ANNEE	Première goélette d'en bas	Premier vapeur de Montréal	Premier arrivage océanique	Dernier départ océanique
1877		Avril 26	Avril 25	Novembre 25
1878		Avril 21	Avril 20	Novembre 24
1879		Mai 2	Avril 29	Novembre 28
1880	Avril 30	Avril 30	Avril 30	Novembre 27
1881	Avril 1	Avril 26	Avril 26	Novembre 28
1882	Avril 22	Avril 28	Avril 22	Décembre 2
1883	Avril 23	Mai 5	Avril 23	Décembre 1
1884	Avril 20	Avril 29	Mai 1	Décembre 8
1885	Avril 19	Mai 7	Mai 5	Novembre 21
1886	Avril 24	Avril 27	Avril 29	
1887	Avril 14	Mai 3	Avril 29	Novembre 28
1888	Avril 8	Mai 4	Avril 29	Novembre 30
1889	Avril 1	Avril 22	Avril 26	Novembre 27
1890	Avril 3	Avril 29	Avril 29	Novembre 25
1891	Mars 29	Avril 27	Avril 27	Novembre 30
1892	Avril 27	Avril 24	Avril 28	Novembre 24
1893	Avril 1	Mai 6	Avril 20	Novembre 24
1894	Mars 21	Avril 23	Avril 26	Décembre 5
1895	Avril 4	Avril 28	Avril 26	Novembre 28
1896	Avril 22	Mai 1	Avril 24	Novembre 26
1897	Avril 7	Avril 25	Avril 29	Novembre 27
1898	Avril 12	Avril 19	Avril 25	Novembre 28
1899	Avril 5	Mai 3	Avril 22	Novembre 30
1900	Mars 28	Avril 27	Avril 23	Décembre 5
1901	Avril 2	Avril 27	Avril 20	Novembre 27
1902	Mars 21	Avril 15	Avril 13	Décembre 4
1903	Mars 20	Avril 19	Avril 18	Décembre 6
1904	Mars 31	Mai 3	Avril 24	Décembre 8
1905	Mars 25	Avril 26	Mai 2	Novembre 24
1906	Avril 4	Avril 24	Avril 23	Décembre 1
1907	Avril 4	Mai 2	Avril 26	Novembre 25
1908	Avril 8	Mai 1	Avril 21	Décembre 1
1909	Avril 4	Avril 25	Avril 21	Décembre 3
1910	Mars 28	Avril 15	Avril 9	Décembre 1
1911	Avril 9	Avril 30	Avril 27	Décembre 8
1912	Avril 9	Avril 28	Mai 1	Décembre 12
1913	Avril 4	Avril 23	Avril 26	Décembre 13
1914	Avril 3	Mai 1	Avril 28	Décembre 4
1915	Avril 4	Avril 15	Avril 30	Décembre 16
1916	Avril 8	Avril 23	Avril 30	Décembre 21
1917	Avril 2	Avril 27	Avril 30	Décembre 21
1918	Avril 4	Avril 30	Mai 7	Décembre 30
1919	Mars 28	Avril 30	Avril 19	Décembre 16
1920	Avril 1	Avril 27	Avril 24	Décembre 12
1921	Avril 7	Mai 2	Avril 23	Décembre 12

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Quebec Harbour Commissioners' Report

QUEBEC HARBOUR COMMISSIONERS' REPORT

AI FS 186

R26

For the Year 1922

Under The Quebec Harbour
Commissioners' Act,
1899



QUEBEC

1923

Quebec Harbour
Commissioners' Report

For the Year 1922

Under The Quebec Harbour
Commissioners' Act, 1899

OFFICERS OF THE QUEBEC HARBOUR COMMISSION

Commissioners:

W. GERARD POWER, Esq.,.....Chairman
 BRIG.-GENERAL T. L. TREMBLAY,
 C.M.G., D.S.O.,.....Commissioner
 JULES GAUVIN, Esq.,.....Commissioner

BRIG.-GENERAL T. L. TREMBLAY, Chief Engineer and
 General Manager
 CHARLES SMITH, K. C., Secretary-Treasurer

H. E. HUESTIS,.....Assistant Engineer
 W. R. RUSSELL,.....Assistant Engineer

CAPT. AMBROSE LANDRY,.....Harbour Master
 CAPT. THOS. McGOUGH, Assistant Harbour Master

E. H. S. WOODSIDE,.....Chief Accountant

W. A. MOUNTAIN,.....Cost Clerk and Chief Clerk Con-
 struction and Maintenance De-
 partment.

JOHN STAIN,.....Cashier and Chief Clerk
 LAURENT DARVEAU,.....Assistant Cashier

H. PETERSON,.....Elevator Superintendent

LOUIS FORTEN,.....Traffic Manager

G. H. BOURDON,.....Purchasing Agent

A. LETELLIER,.....Wharfinger



View showing part of Quebec Harbour and Citadel.

QUEBEC HARBOUR FACILITIES

The facilities now available at Quebec, may be summarized as follows:—

Steamship Berths

In Wet Dock—6 berths of from 400 to 500 feet in length.

In Tidal Harbour—4 berths of from 400 to 500 feet in length.

Breakwater—4 berths of 500 feet in length, or 3 berths of 700 feet in length, or 2 berths of 1,100 feet in length.

Pointe-à-Carcy Wharves—4 berths, one ocean, two coasting and one bunkering.

River St. Charles Basin—7 berths of from 500 to 600 feet in length.

Depth of Water at Low Tide

Wet Dock—25 to 26 feet at low tide.

Tidal Harbour—24 to 30 feet at low tide.

Breakwater—Over 40 feet at low tide.

Pointe-à-Carcy Wharves—Opposite Shed 21: Ocean berth, over 40 feet at low tide.

River St. Charles—35 feet at low tide.

GRAIN ELEVATOR

One Fireproof Concrete Grain Elevator, with a capacity of 2,000,000 bushels, with Marine Tower, Conveyors and Grain Galleries; loading capacity, 60,000 bushels per hour. It has also a Grain Dryer, a "Richardson Separator" and a Bagging Shed.

FACILITIES AND EQUIPMENT FOR HANDLING CARGOES, ETC.

4 Locomotives for switching cars.
 Railway lines to all ships berths and sheds.
 One 50-ton Floating Crane.
 Cars and scows for removing ships' ballast.
 5 Locomotive Cranes, with capacity up to 38 tons.
 City Water, Electric Light and Power Installations.

GRAIN CARGOES

Loading capacity: 60,000 bushels per hour.
 Unloading from vessels: 20,000 bushels per hour.
 Unloading from cars: 100 cars per day.
 Drying grain: 3,000 bushels per day.
 Cleaning grain: 40,000 bushels per day.

Ships loading or unloading full grain cargoes are exempted from the payment of moorage and tonnage dues.

LANDING SHEDS

No.	Location	Size	Area
14	Crosswall.....	200 x 38	7,600 Square Feet
18	Breakwater	744 x $37\frac{1}{2}$	28,275 " "
19	Pte-à-Carcy.....	$450\frac{1}{4}$ x $80\frac{1}{4}$	36,103 " "
20	"Montcalm".....	800 x 111	79,600 " "
21	Pte-à-Carcy	383 x 80	26,000 " "
22	Louise Embk.....	200 x 60	11,400 " "
25	Pier No. 1.....	$557\frac{1}{2}$ x 80	43,000 " "
26	Pier No. 1.....	$737\frac{1}{2}$ x 80	59,040 " "
27	Pier No. 1.....	955 x 80	77,280 " "
28	Bulkhead.....	776 x 75	58,200 " "
29	Bulkhead.....	1,000 x 102	102,000 " "

Combined space of all sheds: 528,498 feet of floor area

COAL CAPACITY AND BUNKERING

(Anthracite and Bituminous)

Coal Companies have 5 towers for discharging and loading coal.

Bunkering is now done from barges and coal cars brought alongside the vessel.

New Modern Bunkering Plant in course of construction along Bulkhead Quay Front. (Depth of water: 35 feet at low tide.)

FUEL OIL BUNKERING

The Commissioners have a Fuel Oil Pipe Line running from tanks on Louise Docks to berths 18, 25 and 26 at Breakwater and berths 27, 28 and 29 on St. Charles River front.

RAILWAY FACILITIES

The Quebec Harbour Commissioners have 16 miles of tracks on Docks for handling of freight. Shunting on Docks is done by Harbour Commission.

With the completion of the Quebec Bridge, the Docks are now accessible to all railways.

The Canadian Pacific Railway and the Canadian National Railways (Canadian Northern, National Transcontinental and Grand Trunk Railway) have their Quebec Terminals right within Quebec Harbour.

GRAVING DOCKS

The Harbour of Quebec possesses two Graving Docks: One 600 feet long by 62 feet wide at entrance; one (new) 1,150 feet long by 120 feet wide at entrance, capable of taking the largest vessels afloat, with workshops in connection capable of executing all required repairs.

QUEBEC HARBOUR COMMISSIONERS

Quebec, March 22nd, 1923.

The Honourable Ernest Lapointe,
Minister of Marine & Fisheries,
Ottawa.

Sir,

In compliance with the requirements of the Act 62-63, Victoria, chapter 34, Section 46, the Quebec Harbour Commissioners have the honour to submit herewith their annual report of operations for the year ended December 31st 1922, embracing a full account of all moneys by them received and disbursed, and describing the Harbour improvements made and under way, and in general, the movement of traffic during the year under review.

I have the honour to be,

Sir,

Yours respectfully,

W. GERARD POWER,

President.

QUEBEC HARBOUR COMMISSIONERS'

REPORT FOR THE YEAR 1922

January, 2nd 1923.

To The Honourable Ernest Lapointe,
Minister of Marine & Fisheries,
Ottawa.

Sir,

I beg respectfully to submit the following report on the operations of the Quebec Harbour Commissioners for the year 1922.

CHIEF ENGINEER'S REPORT

The annexed report prepared by the Chief Engineer, Brigadier-General T. L. Tremblay, conveys information regarding all matters coming under his supervision, in connection with the Harbour works in general, and the various additions, alterations and repairs made to Commissioners' properties during the year.

APPOINTMENT OF A NEW BOARD

Following the death of Sir David Watson, Chairman, which occurred on February 18th 1922, a new Commission was appointed by Order-in-Council dated February 23rd, Mr. W. Gerard Power having been appointed as Chairman, and Brigadier-General T. L. Tremblay and Mr. Jules Gauvin as Commissioners.

The Commissioners took the oaths of Office and of Allegiance on March 1st and held their first meeting on the same day.

The new Commissioners, upon assuming office, deemed it their duty to make themselves thoroughly acquainted with

the working conditions of every Department of the Commission, and especially with regard to its financial position.

Among the different questions which first received their most careful attention, is the question of developing the grain shipping trade through the Port of Quebec, and the utilization to full capacity of its modern facilities for the handling of this commodity.

With these objects in view, the Commissioners, in order to improve the efficiency of their Elevator No. 2, had additions and alterations made to the Power House, Elevator, and Galleries. As mentioned in the Chief Engineer's report, new electrical devices have been installed, some motors increased in size, new telephone lines and bagging scales added.

The Commissioners also put themselves in communication with the leading grain exporters and brokers of the Western Provinces, of the Great Lakes and the Atlantic ports, with whom they had several interviews and exchanged a lengthy correspondence throughout the year.

As it appeared that the levying of moorage and tonnage dues on ships carrying grain was one of the most serious objections to the utilization of the Port of Quebec, the Commissioners, after a conference in Montreal with the members of the Grain Clearance Board, the representatives of the Grain Elevator Commission, Grain Exporters and Inland Water Carriers, decided to make, here, conditions exactly similar to those existing at Montreal and following the precedent established in 1921, decided to suspend the levying of these moorage and tonnage dues on tramp steamers and grain barges carrying full cargoes of grain.

While the Commissioners have every reason to believe that their efforts will bear fruit in the very near future, it is to be regretted that the facilities of the Port of Quebec for the handling of grain were not utilized to full capacity during last season.

The Commissioners have handled two million bushels of Export grain in October and November last, and from letters received from all the interested parties, it appears that the work performed by the Commissioner Elevator has been satisfactory in every respect.

These two million bushels of grain, with the exception of 7,997 bushels, were all carried over the Canadian Pacific Railway.

The Commissioners are pleased to put of record that since

the month of May 1922, the Canadian Pacific Railway and the Canadian National Railways have absorbed, in their official tariffs, the elevation and switching charges on Export Grain for shipment via the Port of Quebec.

GRAIN CLEARANCE BOARD

The Commissioners beg to represent that it is of the utmost importance that the Port of Quebec, being a Canadian Government-owned Port with modern facilities for the handling of grain, should be represented on the Grain Clearance Board appointed by your Department to supervise the movement of the Canadian Grain Crops.

The Commissioners are confident that this matter will receive your most favourable consideration, and that you will be pleased to make the appointment at an early date before the opening of navigation, next season.

UTILIZATION OF THE TRANSCONTINENTAL RAILWAY AS A GRAIN CARRIER

The Commissioners, during the year under review, have deemed it their duty to urge from the authorities of the Canadian National Railways, the utilization of the National Transcontinental Railway for the carrying of the Canadian Grain crops to the Canadian Government-owned ports, and more especially to the Port of Quebec.

To this end the Commissioners, realizing fully the advantages to be derived from the building of a connecting line between the Canadian Northern Railway and the Transcontinental Railway near Longlac, Ont., so as to put the Transcontinental Railway in direct communication with the Elevators at Port Arthur and Fort William, have adopted, on November 7th, the following resolution which was forwarded to the proper authorities:

That the construction of a connecting line between the Canadian Northern Railway and the National Transcontinental Railway, in the vicinity of Lake Long, in the Lake Nipigon district, be strongly urged from the authorities of the Canadian National Railways, so as to put the

National Transcontinental Railway in direct communication with the elevators at Port Arthur and Fort William.

The building of the said connecting line, some 30 miles long, will permit of the utilization of the National Transcontinental Railway, for the purpose for which it was built, viz: the carrying of a portion of the Western grain crops to the Port of Quebec, in summer, and to the ports of Halifax and St. John in winter, with a quicker dispatch and at a cost which would be inferior to the cost of carrying grain over other routes, to the great advantage of the port of Quebec, and to the grain movement in particular.

After an exchange of correspondence with the Departments concerned, the Commissioners were given the assurance in December last, that this connecting line would be built, in a northerly direction from Longlac, which would give an equal advantage to the Eastbound trade as to the Westbound traffic.

APPOINTMENT OF A NEW CHIEF-ENGINEER

Following the resignation of Mr. St. George Boswell, who has been pensioned after 46 years of faithful services to the Commission as Chief-Engineer and General Superintendent, Brigadier-General T. L. Tremblay has been appointed, on July 1st 1922, as Chief-Engineer and General Manager.

REVENUE AND TRAFFIC IN 1922

A review of the annexed reports submitted by the heads of the different Departments of the Commission, while indicating a slight decrease in the traffic and revenue, shows a marked improvement in the financial position of the Commission, due to a close supervision having been exercised over the operating expenditures.

REVENUE

Revenue in 1921.....	\$	387,323.91
Revenue in 1922.....		376,455.65
		<hr/>
Showing a decrease in 1922 of.....	\$	10,868.26

EXPENDITURE

Operating expenditure in 1921.....	\$	335,303.17
Operating expenditure in 1922.....		309,361.23
		<hr/>
Showing a decrease in 1922 of.....	\$	25,941.94

Notwithstanding a decrease in revenue of \$10,868.26 in 1922, the Commissioners' surplus for 1922 was \$67,094.42 as against a surplus of \$52,020.74 in 1921.

MOVEMENT OF VESSELS

Inwards		Outwards	
1922.....	386 vessels	1922.....	134 vessels
1921.....	384 "	1921.....	108 "
		<hr/>	
Increase in 1922...	2 vessels	Increase in 1922	26 vessels

TRAFFIC DEPARTMENT

Cars handled in 1921.....	28,404 cars
Cars handled in 1922.....	26,055 "
<hr/>	
Decrease in 1922.....	2,349 cars

GRAIN ELEVATOR

Grain received in 1921.....	5,611,244 bushels
Grain received in 1922.....	3,675,340 "
<hr/>	
Showing decrease in 1922.....	1,935,904 bushels
<hr/>	
Grain delivered in 1921.....	5,548,091 "
Grain delivered in 1922.....	3,602,728 "
<hr/>	
Showing decrease in 1922.....	1,945,363 bushels

PROPOSED RATE TO BE LEVIED ON THE LANDING OF IMMIGRANTS

During the year under review, the Commissioners have submitted to your Department for approval, a By-Law (No. 90a) providing for the payment, by vessels entering the Port of Quebec and carrying immigrants, of a rate per capita on every immigrant landed within the limits of the Port and Harbour of Quebec.

This By-Law, for different reasons, has not as yet received the sanction of the Governor-General-in-Council.

For a considerable number of years in the past, the Port of Quebec has been used almost exclusively for the landing of immigrants, while the bulk of import and export traffic, which is more remunerative, has gone to other Ports on the St. Lawrence route, to the detriment of the Port of Quebec.

Extensive facilities have been built here, in the past, involving a considerable expenditure of money, for the landing and accommodation of immigrants, and these facilities are improved every year, at the request of navigation Companies, in order to give the best and speediest service possible in this connection. Yet, these facilities are yielding no revenue, while the cost of maintenance and administration of the Port of Quebec is increasing in immense proportions from year to year.

The Commissioners submit that the rate proposed to be levied is very reasonable and that it is only just that immigrants should contribute, in this small proportion, towards defraying the cost of maintenance of the facilities provided for them at their Port of entry.

DISTINGUISHED VISITORS

Among the distinguished visitors received as guests of the Commissioners during the past year are the following:

On April 29th., a party of 51 Members of the House of Commons from the four Western Provinces of Manitoba, Alberta, Saskatchewan and British Columbia, accompanied by four Cabinet Ministers: The Honourable Ernest Lapointe, Minister of Marine and Fisheries, the Honourable H. S. Bé-

land, Minister of Soldiers' Civil Re-Establishment and Hygiene, the Honourable W. R. Motherwell, Minister of Agriculture, and the Honourable Chs. Stewart, Minister of the Interior, visited the City and Port of Quebec, and surroundings, the guests of the Mayor, the Quebec Harbour Commissioners and the Board of Trade.

During their visit of the Harbour and of the Immigration Buildings, the party was addressed by General Tremblay on the facilities of the Port for the handling of grain, and the use of the National Transcontinental Railway as a grain carrier from the Prairie Provinces to Quebec.

DELEGATES OF THE AMERICAN ASSOCIATION OF PORT AUTHORITIES

On September 18th., about twenty delegates from different ports of the United States, who had attended the annual Convention of the American Association of Port Authorities in Toronto during the previous week, visited the Port of Quebec upon the invitation of the Quebec Harbour Commissioners.

After the usual visit of the Harbour, the delegates were entertained at luncheon on board the "Empress of Scotland" through the courtesy of the Canadian Pacific Steamships Limited.

VISIT OF SIR HENRY W. THORNTON

On December 20th., Sir Henry W. Thornton, K. B. E., President of the Board of Directors of the Canadian National Railways, who had arrived in Quebec from a tour of inspection in the Maritime Provinces with several officials of the Government Railways, paid a visit to the Commissioners.

During the course of their interview, the Chairman and the Commissioners explained to Sir Henry Quebec's point of view with regard to the Canadian National Railways and dealt especially with the utilization of the National Transcontinental Railway for an all-rail movement of grain from the West to the Port of Quebec.

A memorandum in writing, dealing with these matters, and also with the construction of a connecting line between the Canadian National Railways and the National Trans-continental Railway near Longlac, Ont., was also submitted to Sir Henry Thornton.

To this report are annexed the various statements and reports conveying the information yearly forwarded to your Department in connection with the Harbour, and also a complete statement of the Commissioners' accounts for the year 1922.

I have the honour to be,

Sir,

Your obedient servant,

CHARLES SMITH,

Secretary-Treasurer.

CHIEF ENGINEER'S REPORT

Quebec, January 2nd, 1923.

Mr. CHARLES SMITH,
Secretary-Treasurer,
Quebec Harbour Commission,
QUEBEC, P. Q.

Dear Sir:—

I have the honour to submit the following Annual Report for the year 1922, covering Works of new Construction and Improvements in the Port of Quebec.

Dredging:—The Commissioners' Dredge No. 2 worked in the estuary of the St. Charles River from the 12th. of July to the 17th. of November. The work consisted in widening the channel North of Pier No. 1 to a minimum of 800 feet and providing a turning basin for vessels West of Pier No. 1, the whole to a minimum depth of 35 feet at Low Water.

The total yardage removed was 330.587 cubic yards of sand, boulders and mud.

Old North Wall Facing:—At the West end of the Commissioners property, the old north wall was rebuilt from mean water level to coping for a distance of 440 feet with B. C. Fir and sheathed with hard wood. This work was rendered necessary on account of the old timbers not being capable of supporting the track nor retaining the filling material.

Telescoping Gantry Grain Loader: The machinery in one of the telescoping gantry grain loaders, damaged two years ago during a severe wind storm, was installed this year, the structural steel having been re-erected last year. This grain loader is now working satisfactorily.

Grain Elevator Alterations:—To improve the efficiency of Grain Elevator No. 2, many alterations and additions to the Power House and Elevator have been made. New electrical devices have been installed, some motors increased

in size, bagging scales, new telephone lines, etc., added. The plans are prepared for the erection of a new bagging Shed to meet the requirements of the local grain merchants.

Grain Galleries:—All exposed steel and iron work in connection with the 2050 feet trestle supporting the grain galleries as well as the two Cross-Galleries from the Elevator, loading spouts, etc., were scraped and painted with red lead and a coat of metallic grey paint.

Railway Lines: Owing to the heavy type of rolling stock used in connection with the Passenger Specials, about 5,000 feet of track was replaced with 80lb. rails extending from the Western end of the Commissioners property to the Northern end of Shed No. 26.

Berth No. 26:—The floor of the Shed was repaved with 3" dressed spruce.

The overhead passage-way leading to the Immigration Building was prolonged to Shed No. 18, and a new ramp from Shed No. 26 to overhead passage-way built.

To accomodate the larger type of vessels, additional mooring posts, higher Shed doors, etc., have been provided.

Improvements to Berth No. 19:—The floor of the Shed was repaved with 3" dressed spruce; and the quay surface north and east of the Shed paved with concrete, greatly improving the appearance, sanitation and permanency of the work.

Breakwater Facing:—This work consists of replacing with 12" square B. C. Fir, the longitudinals and cross ties, to a depth varying between 4 and 12 feet below coping level, on the entire length of the breakwater 880 feet, with an oak sheathing on the River side to protect it.

About 50% of this very important work has been accomplished this year.

Paving Between Sheds Nos. 18 and 26:—A permanent, clean entrance to Sheds No 18 and No. 26 is now assured by a concrete paving connecting these Sheds with our main Highway.

Indian Cove:—The work started last year to rebuild the Wharf at Indian Cove, which was partly destroyed four

years ago, has been continued this year. This construction is of the open crib type filled with stone.

Fuel Oil Pipe:—A ten inch fuel oil pipe was laid from a 55,000 barrel oil tank located at the Western end of the Commissioners property to serve berths Nos. 18, 25, 26, 27 and 28.

It will be necessary to extend this oil system next year in order to meet the requirements of oil burning vessels calling at our Port.

Additions and Alterations to Berth No. 28:—In order to accommodate the Canadian Pacific Steamships "Empress" vessels, extensive additions and alterations of a permanent nature were started on the 23rd. of November and this work is pushed with vigour, in an attempt to have the berth ready for the opening of Navigation this year.

Berth No. 28, now easily accessible, since our dredging operations this year, offers the best protection to vessels from the prevalent north east and west winds. This berth is also served by the grain galleries. By bringing the Empress vessels in the St. Charles basin, the Breakwater is left free for the calling ships on its entire length.

Following a short description of the main items of the work involved:

On the North Side, Shed No. 28 is being extended by over 30 feet on its entire length to a distance of 22' 9" from the face of the Wharf, with an upper landing stage 500 feet long to land immigrants at high tide.

An overhead passage-way from the upper Landing Stage to the Immigration Building, and a ramp from the floor of the Shed to the overhead passage-way are provided for.

Six tracks of 80 lb. rails will serve berth No. 28, distributed as follows:

One track North of Shed, one track in the Shed South side, and four tracks between the Immigration Building and the Shed.

There will be two concrete platforms (covered) to serve the passenger trains, and one concrete platform (covered) connecting the concourse with the Immigration Building baggage room, over which immigrants baggage will be carried by electric trucks.

The plan also provides for a concourse 35' wide by 190'

long East of the Shed, to accommodate first and second class passengers before entraining.

The Canadian Pacific Railway authorities have approved the general layout of this terminal, which will provide adequate facilities for the landing of passengers and handling of cargoes.

The floor space in Shed No. 28 will be 63,304 square feet.

General Improvements:—Many other works of less importance were carried out during the year such as:

Extending the Commissioners rail system South to the property of the Canada Steamships Lines Limited.

New floating fenders to protect vessels at berth.

Re-lining with hard wood the pockets of two 500-cubic yard Steel Dump Scows.

All necessary preparations are made to demolish the old wooden Elevator No. 1, now useless and a serious fire menace to the Commissioners property.

The South East corner of Breakwater, which was damaged by a ship colliding with it, was repaired.

The Commissioners Sheds and Plant have been maintained in a good working condition.

A small area of the Commissioners property at the West end was leased to the firm of Alex. McKay & Co., for the erection of a modern Machine Shop which will be of great benefit to the shipping interests. This Machine Shop will be in operation for the opening of Navigation next year.

The Cross-Wall Draw Bridge was operated for the first time the past season on April 4th. and for the last time on December 13th.

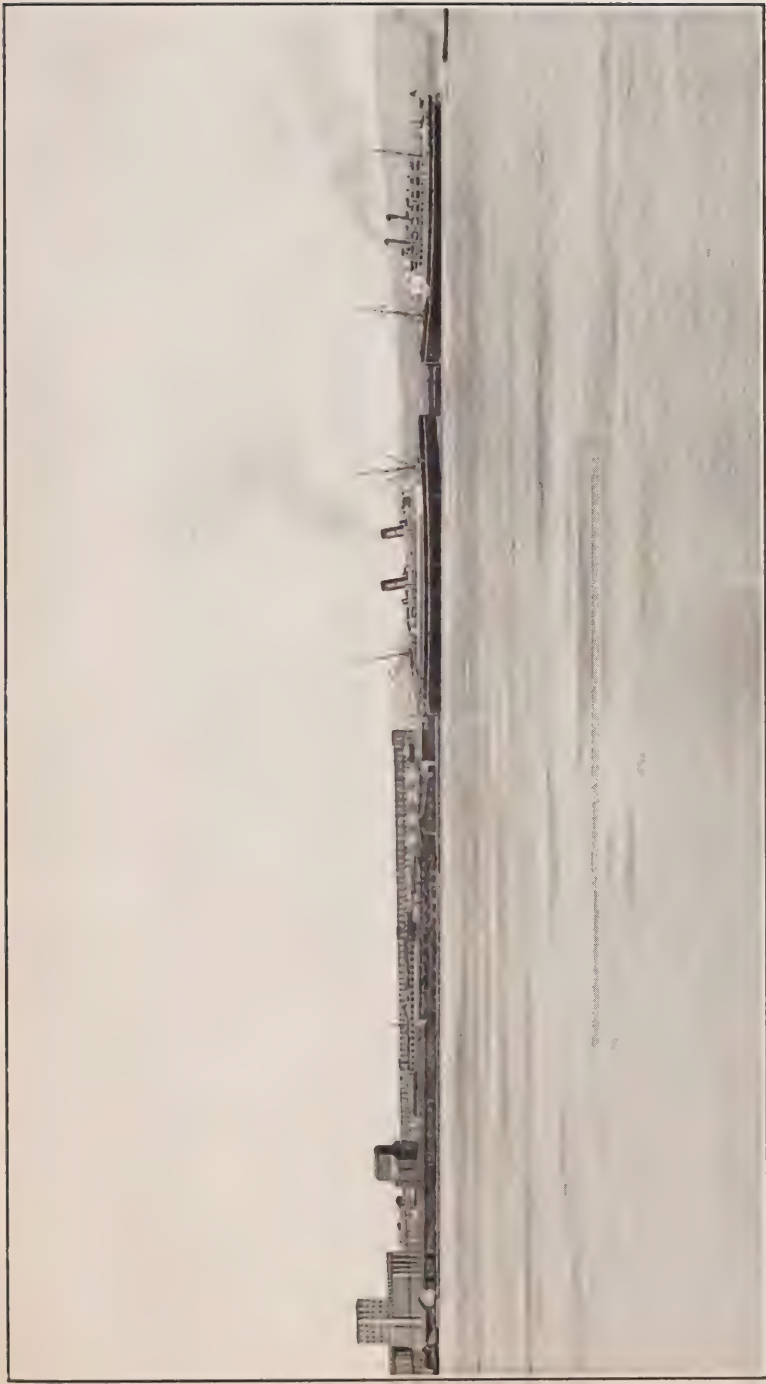
The water was retained in the Wet Dock for the first time the past season on April 25th. and for the last time on December 9th.

I have the honour to be,

Yours very sincerely,

L. T. TREMBLAY,

Chief Engineer.



Canadian Pacific "SS. Empress of France" and "SS. Empress of India" at Breakwater, Quebec.

HARBOUR MASTER'S REPORT

Quebec, December 30th., 1922

CHARLES SMITH, Esq.,
Secretary-Treasurer,
Quebec Harbour Commission,
QUEBEC.

Sir:—

I have the honour to submit the following report for the year 1922:

March 15th., Yacht "BIKIRA" arrived from St. Laurent, Island of Orleans.

The opening of the navigation season commenced by the SS. "GUIDE" leaving Quebec for North Shore on March 30th. and SS. "LABRADOR" on the same date for Gulf Ports.

April 3rd., the Canadian Government Icebreakers SS. "MONTCALM" and SS. "LADY GREY" left Quebec for Three Rivers.

April 7th., SS. "GUIDE" arrived from North Shore being the first arrival of the season.

April 7th., Government Steamer SS. "DRUID" left Port to place the buoys in position down River.

April 15th., Schooner "ST. ALEXIS", from Les Eboulements, arrived.

April 17th., SS. "BRUMATH" left for Montreal. Channel clear of ice.

April 21st., SS. "BRUMATH" arrived from Montreal.

April 30th., SS. "CECILE COUNTY", arrived in Port, being the first Oil Tanker to tranship fuel oil to Independent Oil Company Plant.

The first Atlantic Mail and Passenger Steamers arrived April 30th., as follows: SS. "MONTREAL" from Trieste,

and the SS. "EMPRESS OF SCOTLAND" from Southampton.

May 1st., SS. "EMPRESS OF SCOTLAND" being the first Atlantic Liner to bunker with fuel oil at this Port from Oil Plant.

May 1st., SS. HURONTON", first grain ship of the Season from Montreal.

June 6th., H.B.M.C.S. "VALERIAN" arrived in Port from Montreal. June 13th., left for Sea.

July 11th., His British Majesty Ships of the Atlantic Squadron visited this Port. H.B.M.S. "RALEIGH", Flag Ship. H.B.M.S. "CONSTANCE" and H.B.M.S. "CALCUTTA".

Admiral Sir William Pakenham, Commander-in-Chief of the British Naval Forces in North American and West Indian Waters, in Command. July 19th., His British Majesty Squadron left for the Sea.

July 16th., C.G.S. "ARCTIC" left Port for Arctic Sea Cruise.

August 8th., Canadian Government Icebreaker SS. "J. D. HAZEN" arrived from Cherbourg, France.

August 11th., "CASSIOPEE", French Warship arrived in Port. August 16th., left for Sea.

September 12th., "VILLE D'YS", French Warship, arrived in Port from Montreal. September 15th., left for Sea.

October 2nd., Canadian Government SS. "ARCTIC" arrived from Northern Cruise.

November 27th., SS. "EMPRESS OF BRITAIN" left for Cherbourg and Southampton, being the last Ocean Passenger Liner to leave Port for the Season.

November 27th., first sign of ice on the St. Lawrence River.

November 30th., SS. "KING BLEDDYN" left for Sea, being the last Ocean-Going freight steamer to leave Port for the Season.

December 9th., the SS. "GREY POINT" arrived from Montreal, being the last arrival from that Port for the Season.

December 9th., Tidal Gate opened for the winter.

December 10th., the SS. "TURRET CAPE" and SS. "TURRET COURT" left for Sea.

December 12th., all vessels, except some of the Government Steamers, are now into winter quarters, in the Inner and Outer Louise Basin.

The Canadian Pacific and the Cunard Line, in addition to their fleet of five passengers Ocean-Going Steamers, had last Season seven new up-to-date passengers steamers on the St. Lawrence and European route.

CANADIAN PACIFIC

SS. "EMPRESS OF SCOTLAND" 25,000 tons, SS. "MONTCLARE" 16,000 tons.

CUNARD LINE

SS. "THYRRHENIA" 17,000 tons, SS. "ALBANIA" 15,000 tons, SS. "ANTONIA" 15,000 tons SS. "ANDANIA" 15,000 tons, and "AUSONIA" 15,000 tons.

December 14th., C.G.S. Icebreaker "LADY GREY" left Port to escort SS. "DRUID" to Stone Pillar. Returned to Port on the same date.

December 21st., SS. "LADY GREY" left Port for Upper Traverse Pillar.

December 24th., SS. "LADY GREY" arrived from Upper Traverse.

December 30th., the temperature during the month of December has been excessively cold, ice in the River forming much earlier than usual and becoming very thick and closely packed early in the month.

December 30th., Canadian Government Icebreakers SS. "J. D. HAZEN" SS. "LADY GREY" at Pointe-à-Carey, and SS. "MONTCALM" at Murray Bay. Coming up River.

I have the honour to be, Sir,

Your obedient servant.

A. LANDRY,

Harbour Master

RECORD OF ARRIVALS AND DEPARTURES AT THE PORT OF QUEBEC, 1922

— 22 —

MONTHS	COASTING VESSELS				SEA-GOING VESSELS				Total	
	From Seawards		From Montreal and Great Lakes		Inwards		Outwards		Total	Gross Tonnage per Month
	No. of Vessels	Gross Tonnage	No. of Vessels	Gross Tonnage	No. of Vessels	Gross Tonnage	No. of Vessels	Gross Tonnage	No. of Vessels	
April	12	5 404	5	8 747	2	34 757			19	48 908
May	19	13 482	14	20 154	36	371 758	12	96 954	81	502 348
June	21	15 799	13	15 075	30	320 215	18	151 879	82	502 968
July	25	29 100	8	6 593	38	367 751	16	121 040	87	524 484
August	24	28 129	9	8 090	41	384 968	17	126 599	91	547 726
September	14	9 201	9	8 439	43	427 220	9	91 797	75	536 657
October	18	13 570	6	6 717	43	346 509	20	160 454	87	527 250
November	15	10 412	11	17 203	26	220 095	15	122 482	67	370 192
December	6	14 469	6	13 468					12	27 937
Totals	154	139 566	81	104 486	259	2 473 273	107	871 205	601	3 588 530

Total Tonnage for the Season, 1922: 3 588 530 Tons.

**PORT OF QUEBEC SUMMARY OF GROSS TON-
NAGE AND NUMBER OF VESSELS
ARRIVED DURING 1922**

	Vessels	Tonnage
Coasting Vessels inwards from Sea.	154	139,566 Tons
Coasting Vessels from Montreal and Great Lakes,.....	81	104,486 “
Ocean Steamers inward from Sea....	259	2,473,273 “
Ocean Steamers outward for Sea via Montreal and Quebec,.....	107	871,205 “
Totals:.....	601	3,588,530 “

Total Gross Tonnage for 1922.....3,588,530 Tons

**PORT OF QUEBEC (LEVIS) SUMMARY OF NET
TONNAGE AND NUMBER OF VESSELS AR-
RIVED DURING 1922**

Vessels	Tonnage
57	97,715 Tons

WHARFINGER'S REPORT

Quebec, January 3rd., 1923

CHARLES SMITH, Esq.,
Secretary-Treasurer,
Quebec Harbour Commissioners,
QUEBEC.

Sir:—

I have the honour to submit the following with reference to the traffic on the St. Charles Docks and Wharves showing the number of ocean-going, Great Lakes and coastwise vessels, their registered tonnage, amount and description of cargo landed and shipped from the Docks during the season 1922:

INWARDS:

386 Vessels.....1,666,885 Tons Reg.

14,187 Tons	General Cargo
38,623	“ Fuel Oil.
6,557	“ Molasses
173	“ Earthenware
25,306	“ Sulphur
41	“ Onions
33	“ Beans
140	“ Glass
1,522	“ Meats
300	“ Lard
1,736	“ Flour
23	“ Lobsters
1,111	“ Fire Bricks
688	“ Sugar
226	“ Pig Iron
1	“ Granite
113	“ Grindstones
243	“ Rags
152	“ Alumino Ferric
1,620	“ Phosphates
83	“ Fire Clay
87	“ Raw-Hides
1	“ Wine
8,216	“ Salt

133	Tons	Green Fruits
94	"	Cattle
4	"	Tobacco
42	"	Fish in Tins
49	"	Tea
45	"	Cheese
19	"	Acetic Acid
19	"	Cotton Seed Oil
20	"	Oatmeal
53	"	Eggs
4	"	Seed Grain
5	"	Wall Paper
6,744	Ft.	B.M. Timber
17,820	" "	Lumber
157,276	Tons	Bituminous Coal
13,468	"	American Anthracite Coal
8,161	"	Scotch " "
13,115	"	" " Semi " "
69,976	"	Scotch Bituminous Coal
192	"	Coke

OUTWARDS.

134 Vessels 640,765 Tons Reg.

1,859	Tons	General Cargo
10,545	"	Meats
716	"	Flour
3,649	"	Asbestos
21	"	Rags
100	"	Copper
1,017	"	Lard
29	"	Milk Powder
1,661	"	Paper
40	"	Lobsters
218	"	Pulpboard
179	"	Oatmeal
123	"	Wood Board
1,494	"	Dry Cod Fish
29	"	Tobacco
527	"	Green Fruits
53	"	Butter
3	"	Silver Bullion
9,323	"	Scrap Steel

19,272,995	Ft. B. M. Lumber
3,732,170	“ “ Timber
529,869	“ “ Spool Wood

LOWER PART STEAMERS

INWARDS

101	Vessels.....	27,172	Tons Reg.
1,571	Tons General Cargo		
831	“ Dry Cod Fish		
556	“ Wet Pulp		

OUTWARDS

103	Vessels.....	28,051	Tons Reg.
5,901	Tons General Cargo		

QUEBÉC-MONTREAL

INWARDS

161	Vessels.....	34,113	Tons Reg.
22,695	Tons General Cargo		

OUTWARDS

159	Vessels.....	32,778	Tons Reg.
5,212	Tons General Cargo		

The Canadian Import Co. have 26,000 tons of coal stored on the space rented to them.

The Dominion Coal Co. have 2,800 tons of coal stored on the space rented to them.

There are wintering on Louise Docks, lumber, timber coal, etc.

There are stored in the different freight sheds, spoolwood, salt, pulp, phosphates, sugar, etc.

The Docks are occupied during the winter months by 149 vessels of various tonnages, where they find safe quarters until the opening of navigation.

I have the honour to be,

Sir,

Your obedient servant,

A. LETELLIER,

Wharfinger

TRAFFIC MANAGER'S REPORT

Quebec, 31st. December, 1922

Mr. CHARLES SMITH,
Secretary-Treasurer,
Harbour Commission, Quebec.

Dear Sir:—

I beg to transmit for the information of the Commissioners a report of the operation of the Traffic Department during the year 1922:

Loaded cars received.....	5416	
Loaded cars forwarded.....	7991	
	<hr/>	13407
Empty cars received.....	7646	
Empty cars forwarded.....	5002	
	<hr/>	12648
	<hr/>	
Total number of cars handled.....		26055
	<hr/>	
Loaded passenger, mail and baggage cars handled.....		1832
	<hr/>	
	<hr/>	
Total numbers of coal cars handled.....		5143
	<hr/>	
	<hr/>	

The Commissioners' four locomotives are being cared for by the staff in our shop.

Your obedient servant,

L. FORTIN,
Traffic Manager

ELEVATOR SUPERINTENDENT'S REPORT

Quebec, January 1st., 1923

CHARLES SMITH, Esq.,
Secretary-Treasurer,
Quebec Harbour Commission.

Sir:—

I beg to submit the following report of the Harbour Commissioners' Elevator No. 2 for the season of 1922:

The total amount of grain being as follows:

GRAIN RECEIVED:

In store at end of season 1921.....	208,423	Bus.
Wheat.....	2,009,207	Bus.
Corn.....	347,443	"
Oats.....	1,310,145	"
Other Grain.....	8,545	"
	<u>3,675,340</u>	"
Total.....	3,883,763	"

GRAIN DELIVERED:

By conveyors.....	1,949,635	Bus.
" cars.....	225,879	"
" bags.....	1,427,214	"
	<u>3,602,728</u>	"
In store January 1st., 1923.....	281,035	"

From the total of grain delivered, 1,653,093 Bushels were local deliveries of which amount 280,228 Bushels were re-cleaned.

Respectfully submitted,

H. PETERSON,
Superintendent.

QUEBEC HARBOUR COMMISSIONERS

General Expenditure on Capital Account

Laying Track Line and Building Shed, at Shed No. 11.....	\$1,095.23
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Quebec Harbour Commissioners' Office,
Accounting Department
January 3rd., 1923

ERNEST H. S. WOODSIDE,
Chief Accountant

CHARLES SMITH,
Secretary-Treasurer

QUEBEC HARBOUR COMMISSIONERS

Expenditures on Capital Account on approved estimates out of the vote of Parliament under the Quebec Harbour Advances Act 1913-1917-1922.

Dredging St. Charles River.....	\$ 65,244 37
Railway Yard,.....	355 18
Change Rails on Commissioners' Railway Lines ..	9,162 83
Paving Shed No. 26,.....	10,902 28
Overhead Passage way Shed No. 18,.....	2,263 20
Wire Passage way Shed No. 26,	509 33
Mooring Posts in Sheds Nos. 25 and 26,.....	2,904 35
Paving Shed No. 19,.....	8,070 06
“ Dock Front Shed No. 19,.....	8,680 53
“ Crosswall,.....	3,068 29
Rebuilding River Face of Breakwater.....	27,109 98
Paving Dock between Sheds Nos. 18 and 26,.....	1,363 02
Permanent Landing Shed No. 28 Departmental..	356 40
Alterations to Shed No. 29,.....	15,221 97
Reconstruction of Wharf at Indian Cove.....	5,172 86
Re-erecting Wrecked Gantry Grain Loader,.....	5,734 11
Elevators Alterations 1922,.....	2,055 02
Additions and Alterations to Berth No. 28,	18,583 59
Repairs to West End of Old North Wall, and Removal of Watermain,	8,219 39
Fuel Oil Pipe Line,.....	22,644 88
Painting Steel work of Grain Galleries,.....	8,629 37
New Floating Fenders,.....	2,751 33
Plant and Equipment,.....	962 67

Total Expenditure 1922.....	\$229,965 01
-----------------------------	--------------

Quebec Harbour Commissioners' Office,
Accounting Department
January 3rd., 1923

ERNEST H. S. WOODSIDE,
Chief Accountant

CHARLES SMITH,
Secretary-Treasurer

QUEBEC HARBOUR COMMISSIONERS

Revenue Account for the year ending December 31st, 1922.

Operating Receipts:

Elevators	\$ 89,093 93
Sheds.....	10,247 34
Freight Hoists.....	12,770 10
Harbour Railways.....	71,895 07
Floating Crane.....	1,381 00
Wharfages	51,768 08
Rentals	105,789 62
Sundry Receipts	33,510 51
	<hr/>
	\$ 376,455 65

Operating Expenditures:

Elevators	\$ 60,796 81
Sheds.....	36,628 64
Freight Hoists.....	6,244 45
Harbour Railways.....	64,287 20
Floating Crane.....	2,482 09
Wharves	27,233 76
Sundry expenditures	8,957 94
Interest on Debentures.....	46,000 00
Administration.....	56,730 34
Surplus over year's working ex- penses.....	67,094 42
	<hr/>
	\$ 376,455 65

Accounting Department,
Quebec Harbour Commissioners' Office,
January 3rd, 1923.

E. H. S. WOODSIDE,
Chief Accountant

CHARLES SMITH,
Secretary-Treasurer

QUEBEC HARBOUR COMMISSIONERS

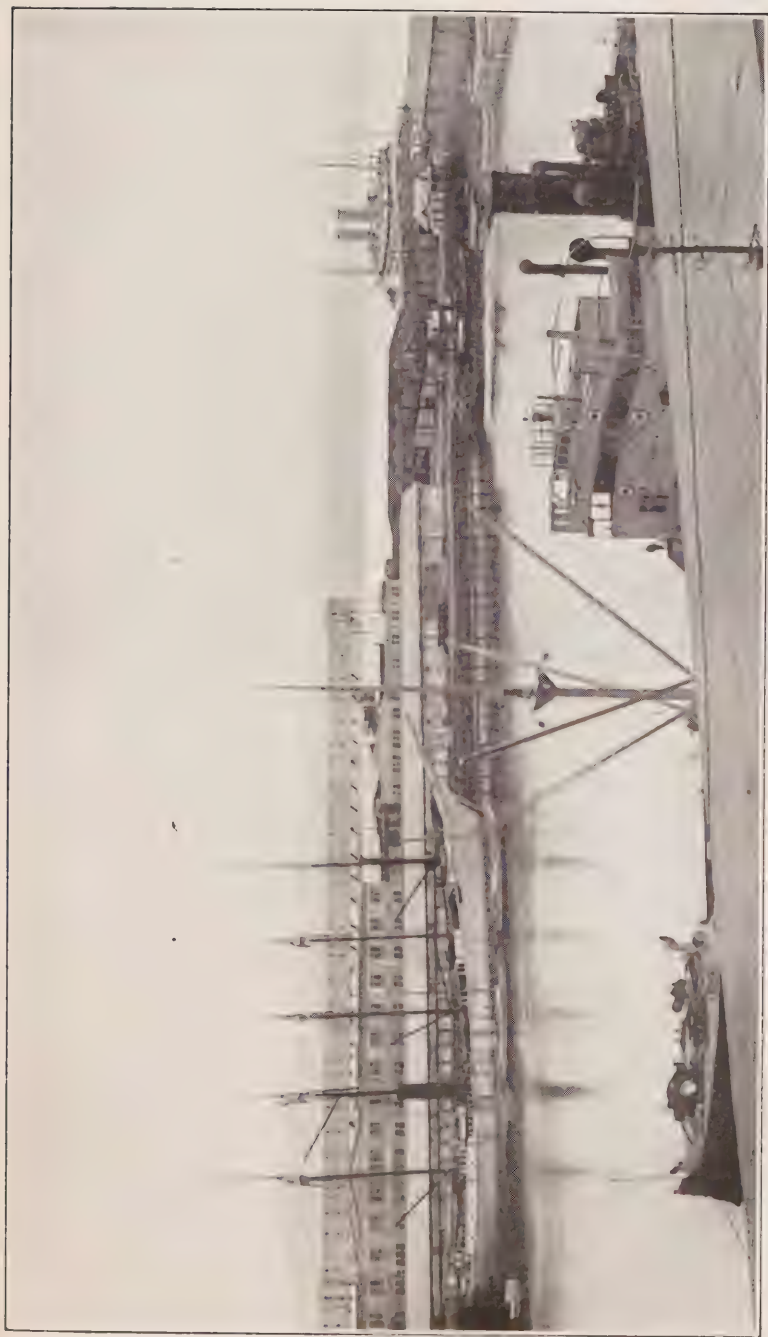
Comparative Statement of the Revenue for the years 1921 and 1922

	1922	1921	Difference	1922
Elevators	\$ 89,093 93	\$ 93,141 85	\$ 4,047 92	Decrease
Sheds	10,247 34	18,597 99	8,350 65	Decrease
Freight Hoists	12,770 10	4,317 41	8,452 69	Increase
Harbour Railways	71,895 07	64,367 03	7,528 04	Increase
Floating Crane	1,381 00	11,087 00	9,706 00	Decrease
Wharfages	51,768 08	49,752 94	2,015 14	Increase
Rentals	105,789 62	118,470 75	12,681 13	Decrease
Sundry Receipts	33,510 51	27,588 94	5,921 57	Increase
	376,455 65	387,323 91	10,868 26	Decrease

Quebec Harbour Commissioners' Office,
Accounting Department,
January 3rd, 1923.

E. H. S. WOODSIDE,
Chief Accountant.

CHARLES SMITH,
Secretary-Treasurer.



View showing Tidal Basin at Quebec, with sailing vessel and steamer loading timber.

Quebec Harbour Commissioners'

STATEMENT OF ASSETS AND LIABILITIES

QUEBEC HARBOUR Statement of Assets at December

ASSETS:		
St. Charles Docks and Wharves.....	\$ 5,457,906 12	
Indian Cove Property.....	121,818 29	
Sillery Quarry.....	1,063 70	
	<hr/>	
	\$ 5,580,788 11	
 New Construction:		
Harbour Dredging.....	1,296,735 45	
Wharves Piers and Basins.....	1,793,266 08	
Shops and Buildings.....	515,305 98	
Railways.....	184,542 18	
Permanent Landing Sheds.....	512,958 28	
Grain Elevators.....	1,260,105 85	
Grain Galleries.....	674,768 49	
Miscellaneous construction.....	83,329 48	
	<hr/>	
	\$ 6,321,011 79	
		\$ 11,901,799 90
Beach and Deep Water Lots.....		17,261 21
Plant Equipment and Tools.....		903,291 46
Materials on hand.....		36,108 93
Office Furniture.....		11,112 50
 Unsettled Claims against the Dominion Government:		
Dept. of Public Works.....	505,209 04	
do The Interior.....	351,437 32	
do Marine & Fish's.....	314 25	
do Naval Service.....	1,475 00	
do Militia & Defn'e.....	38 75	
Intercolonial Railway.....	2,637 00	
Commissioners of the Na- tional Transcontinental Railway.....	2,253 96	
	<hr/>	
	863,365 32	
Accounts Receivable.....	49,396 92	
	<hr/>	
		912,762 24
Bills Receivable.....		7,496 60
Cash on hand.....		600 00
Suspense Acc.....		34,429 50
Accrued Rentals.....		2,408 62
Unearned Insurance.....		2,824 19
		<hr/>
		\$ 13,830,095 15

COMMISSION and Liabilities 31st., 1922.

LIABILITIES:		
Quebec Harbour Debentures 51 Vic. ch. 6.	\$ 3,612,802 42	
Receiver General	43,380 00	
Dominion Government:		
Securing Dock Walls	541,393 26	
		\$ 4,197,575 68
Quebec Harbour Bonds 62-63 Vic. ch. 34...	350,000 00	
Interest accrued to 1st Jan. 1923.....	3,000 00	
Quebec Harbour Bonds 6-7 Edward VII Chap. 36	800,000 00	1,153,000 00
Quebec Harbour Debentures Series "A" 3-4 Geo. V Chap. 41.....	5,500,000 00	
Quebec Harbour Debentures Series "B" 7-8 Geo. V Chap. 4.....	1,500,000 00	
Quebec Harbour Debentures Series "C" 12-15 Geo. V Chap. 40.....	80,000 00	7,080,800 00
Lampson's Cove Capital Surplus account..		453,167 86
Beach and Deep Water Lots (See Contra).		17,261 21
Accounts Payable.....		35,079 51
Accrued Wages.....		5,384 75
Union Bank of Canada.....		87,520 97
Reserve for difference between cost and amount realized on Capital Investments.		100,350 61
Surplus:		
Revaluation Account.....	162,528 12	
Profit and Loss Account.....	537,426 44	699,954 56
		\$ 13,830,095 15

Note.—The arrears of interest on the old Deventures of the Dominion above statement.

Interest on the "Quebec Harbour Debentures" Series "A" and not been paid or provided for in the above statement.

Quebec Harbour Commissioners' Office
January 3rd 1923.

AUDITORS

We have the honour to report that we have examined the above to the 31st December 1922 and we certify that subject to the above note mission at that date as shown on the books and information supplied to us.

Quebec January 25th 1923.

Government have not been accrued or in any way incorporated in the
“B” amounting to \$1,528,840.01 for seven years to July 1st 1922 has

CHARLES SMITH,
Secretary-Treasurer.

CERTIFICATE

statement of Assets and Liabilities of the Quebec Harbour Commissioners
relating to Interest on Debentures it exhibits the true position of the Com-

MORIN, BARRY & COTÉ.

Per LÉON COTÉ, C. A.
Auditors.

MEMORANDUM

Showing the opening and closing of Navigation in the Port of Quebec
from 1830 to 1922.

Year	First Arrival of Schooner from Below	First Steamer from Montreal	First Arrival from Sea	Last Sailing for Sea
1830		April 17	April 17	December 4
1831		April 21	April 16	November 30
1832		April 29	May 4	November 30
1833		April 18	May 10	November 25
1834		April 18	May 6	November 24
1835		May 4	May 2	November 25
1836		May 11	May 11	November 26
1837		May 1	April 29	November 18
1838		April 28	May 3	November 20
1839		April 21	May 8	November 23
1840		April 19	April 25	November 29
1841		May 1	April 29	November 28
1842		April 21	May 3	November 28
1843		May 5	April 18	November 28
1844		April 24	May 3	November 23
1845		April 25	May 1	November 26
1846		April 17	April 24	November 27
1847		May 8	May 8	November 26
1848		April 6	May 1	November 21
1849		April 25	April 28	November 25
1850		April 25	April 28	November 28
1851		April 22	April 20	November 29
1852		April 30	April 15	December 4
1853		April 23	April 24	November 26
1854		May 5	April 29	November 29
1855		May 6	May 6	November 22
1856		April 27	April 20	November 23
1857		April 17	April 28	November 24
1858		April 18	April 29	November 25
1859		April 22	April 29	November 28
1860		April 26	April 28	November 26
1861		April 26	April 22	November 26
1862		April 20	April 16	November 29
1863		May 3	May 4	November 27
1864		April 25	April 27	November 30
1865		April 21	April 29	November 28
1866		April 26	April 28	December 1
1867		May 3	April 17	November 29
1868		April 28	April 23	November 28
1869		April 30	April 27	November 27
1870		April 25	April 16	December 21
1871		April 18	April 22	November 27
1872		May 6	April 30	November 26
1873		May 2	April 28	November 22
1874		May 10	April 28	November 25
1875		May 9	April 29	November 23

MEMORANDUM

Showing the opening and closing of Navigation in the Port of Quebec
from 1830 to 1922.

Year	First Arrival of Schooner from Below	First Steamer from Montreal	First Arrival from Sea	Last Sailing for Sea
1876		May 9	May 6	November 26
1877		April 26	April 25	November 25
1878		April 21	April 20	November 24
1879		May 2	April 29	November 28
1880	April 30	April 30	April 30	November 27
1881	April 1	April 26	April 26	November 28
1882	April 22	April 28	April 22	December 2
1883	April 23	May 5	April 23	December 1
1884	April 20	April 29	May 1	December 8
1885	April 19	May 7	May 5	November 21
1886	April 24	April 27	April 29	
1887	April 14	May 3	April 29	November 28
1888	April 8	May 4	April 29	November 30
1889	April 1	April 22	April 26	November 27
1890	April 3	April 29	April 29	November 25
1891	March 29	April 27	April 27	November 30
1892	April 27	April 24	April 28	November 24
1893	April 1	May 6	April 20	November 24
1894	March 21	April 23	April 26	December 5
1895	April 4	April 28	April 26	November 28
1896	April 22	May 1	April 24	November 26
1897	April 7	April 25	April 29	November 27
1898	April 12	April 19	April 25	November 28
1899	April 5	May 3	April 22	November 30
1900	March 28	April 27	April 23	December 5
1901	April 2	April 27	April 20	November 27
1902	March 21	April 15	April 13	December 4
1903	March 20	April 19	April 18	December 6
1904	March 31	May 3	April 24	December 8
1905	March 25	April 26	May 2	November 24
1906	April 4	April 24	April 23	December 2
1907	April 4	May 2	April 26	November 25
1908	April 8	May 1	April 21	December 1
1909	April 4	April 25	April 21	December 3
1910	March 28	April 15	April 9	December 1
1911	April 9	April 30	April 27	December 8
1912	April 9	April 28	May 1	December 12
1913	April 4	April 23	April 26	December 13
1914	April 3	May 1	April 28	December 4
1915	April 4	April 15	April 30	December 16
1916	April 8	April 23	April 30	December 21
1917	April 2	April 27	April 30	December 21
1918	April 4	April 30	May 7	January 11
1919	March 28	April 30	April 19	December 16
1920	April 1	April 27	April 24	December 12
1921	April 7	May 2	April 23	December 12
1922	April 15	April 21	April 30	December 10

QUEBEC HARBOUR COMMISSIONERS' REPORT

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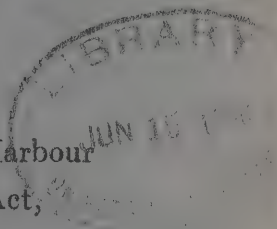
For the Year 1923

Under The Quebec Harbour
Commissioner's Act,
1899



QUEBEC

1924



Quebec Harbour
Commissioners' Report
For the Year 1923

Under The Quebec Harbour
Commissioner's Act, 1899

OFFICERS OF THE QUEBEC HARBOUR COMMISSION

Commissioners:

HON. W. GERARD POWER, M.L.C.	Chairman
BRIG.-GENERAL T. L. TREMBLAY, C.M.G., D.S.O.,	Commissioner
JULES GAUVIN, Esq.,	Commissioner
BRIG.-GENERAL T. L. TREMBLAY,	Chief Engineer and General Manager
CHARLES SMITH, K.C.,	Secretary-Treasurer
H. E. HUESTIS,	Assistant Engineer
W. R. RUSSELL,	Assistant Engineer
CAPT. AMBROSE LANDRY,	Harbour Master
CAPT. THOS. McGOUGH,	Assistant Harbour Master
CAPT. ANGUS BAKER,	Assistant Harbour Master
E. H. S. WOODSIDE,	Chief Accountant
W. A. MOUNTAIN,	Cost Clerk and Chief Clerk Con- struction and Maintenance De- partment.
JOHN STAIN,	Cashier and Chief Clerk
LAURENT DARVEAU,	Assistant Cashier
H. PETERSON,	Elevator Superintendent
LOUIS FORTIN,	Traffic Manager
G. H. BOURDON,	Purchasing Agent
A. LETELLIER,	Wharfinger
J. J. O'FLAHERTY,	Chief of Publicity Department
M. P. SHIELDS,	General Foreman



View showing S.S. "Montroyal" and S.S. "Carmania" at their respective berths, Nos. 28 and 29 Sheda

QUEBEC HARBOUR FACILITIES

The facilities now available at Quebec, may be summarized as follows:—

Steamship Berths

- In Wet Dock**—6 berths of from 400 to 500 feet in length.
- In Tidal Harbour**—4 berths of from 400 to 500 feet in length.
- Breakwater**—4 berths of 500 feet in length, or 3 berths of 700 feet in length, or 2 berths of 1,100 feet in length.
- Pointe-à-Carcy Wharves**—4 berths: one ocean, two coasting and one bunkering.
- River St. Charles Basin**—7 berths of from 500 to 600 feet in length.

Depth of Water at Low Tide

- Wet Dock**—25 to 26 feet at low tide.
- Tidal Harbour**—24 to 30 feet at low tide.
- Breakwater**—Over 40 feet at low tide.
- Pointe-à-Carcy Wharves**—Opposite Shed 21: Ocean berth, over 40 feet at low tide.
- River St. Charles**—35 feet at low tide.

GRAIN ELEVATOR

One Fireproof Concrete Grain Elevator, with a capacity of 2,000,000 bushels, with Marine Tower, Conveyors and Grain Galleries; loading capacity, 60,000 bushels per hour. It has also a Grain Dryer, a “Richardson Separator” and a Bagging Shed.

FACILITIES AND EQUIPMENT FOR HANDLING CARGOES, ETC.

4 Locomotives for switching cars.
 Railway lines to all ships berths and sheds.
 One 50-ton Floating Crane.
 Cars and scows for removing ships' ballast.
 5 Locomotive Cranes, with a capacity up to 38 tons.
 City Water, Electric Light and Power Installations.

GRAIN CARGOES

Loading capacity: 60,000 bushels per hour.
 Unloading from vessels: 20,000 bushels per hour.
 Unloading from cars: 100 cars per day.
 Drying grain: 3,000 bushels per day.
 Cleaning grain: 40,000 bushels per day.

Ships loading or unloading full grain cargoes are exempted from the payment of moorage and tonnage dues.

LANDING SHEDS

No.	Location	Size	Area	Square Feet	
14	Crosswall.....	200 x 38	7,600	“	“
18	Breakwater.....	744 x 37 $\frac{1}{2}$	28,275	“	“
19	Pte-à-Carcy.....	450 $\frac{1}{4}$ x 80 $\frac{1}{4}$	36,103	“	“
20	“Montcalm”.....	800 x 111	79,600	“	“
21	Pte-à-Carcy.....	383 x 80	26,000	“	“
22	Louise Embk.....	200 x 60	11,400	“	“
25	Pier No. 1.....	557 $\frac{1}{2}$ x 80	43,000	“	“
26	Pier No. 1.....	737 $\frac{1}{2}$ x 80	59,040	“	“
27	Pier No. 1.....	955 x 80	77,280	“	“
28	Bulkhead.....	776 x 75	58,200	“	“
29	Bulkhead.....	1,000 x 102	102,000	“	“

Combined space of all sheds: 528,498 feet of floor area.

CATTLE BERTH

500 feet of Shed 27 have been converted into a cattle resting, feeding and loading station.

COAL CAPACITY AND BUNKERING

(Anthracite and Bituminous)

Coal Companies have 5 towers for discharging and loading coal.

Bunkering is now done from barges and coal cars brought alongside the vessel.

FUEL OIL BUNKERING

The Commissioners have a Fuel Oil Pipe Line running from tanks on Louise Docks to berths 18, 25 and 26 at Breakwater and berths 27, 28 and 29 on St. Charles River front.

RAILWAY FACILITIES

The Quebec Harbour Commissioners have 16 miles of tracks on Docks for handling of freight. Shunting on Docks is done by Harbour Commission.

With the completion of the Quebec Bridge, the Docks are now accessible to all railways.

The Canadian Pacific Railway and the Canadian National Railways (Canadian Northern, National Transcontinental and Grand Trunk Railway) have their Quebec Terminals right within Quebec Harbour.

GRAVING DOCKS

The Harbour of Quebec possesses two Graving Docks: One 600 feet long by 62 feet wide at entrance; one (new) 1,150 feet long by 120 feet wide at entrance, capable of taking the largest vessels afloat, with workshops in connection capable of executing all required repairs.

COLD STORAGE PLANT

A modern Cold Storage Warehouse, of a capacity of 500,000 cubic feet, with Fish House and Power House are now in course of construction. This plant will be ready for operation in September 1924.

QUEBEC HARBOUR COMMISSIONERS

Quebec, January 15th, 1924.

The Honourable Ernest Lapointe,
Minister of Marine & Fisheries,
Ottawa.

Sir,

In compliance with the requirements of the Act 62-63 Victoria, chapter 34, section 46, the Quebec Harbour Commissioners have the honour to submit herewith their annual report of operations for the year ended December 31st, 1923, embracing a full account of all the moneys by them received and disbursed, and describing the Harbour improvements made and under way, and in general, the movement of traffic during the year under review.

I have the honour to be,

Sir,

Yours respectfully,

W. GERARD POWER,
President.

QUEBEC HARBOUR COMMISSIONERS'
REPORT FOR THE YEAR 1923

Quebec, January 15th, 1924.

The Honourable Ernest Lapointe,
Minister of Marine & Fisheries,

Ottawa.

Sir,

The Quebec Harbour Commissioners, in presenting their annual report for the year ended December 31st, 1923, wish to express their grateful appreciation for your kind support, and for the valuable co-operation of your Deputy-Minister, Mr. A. Johnston, and of the officials of your Department.

The shipping activities at the Port of Quebec, during the year under review, compare favorably with the preceding years, and indicate a reasonable increase, both in the number of ships and their tonnage, and the volume of freight handled.

The Commissioners have spared no efforts in their endeavours to promote the efficiency of the Port, and to induce the ship-owners and the shipping interests to take advantage of its facilities for business.

They are pleased to report that their activities in this respect have already been rewarded with success.

Arrangements have just been concluded with the Cunard Steamship Company whereby two of their large 20,000 ton steamers, the "S.S. CARMANIA" and the "S.S. CARONIA", and possibly some other vessels of their fleet, will make Quebec their terminal port on the St. Lawrence river during next season and in future years.

These steamers will be berthed at Shed 29, on the St. Charles River frontage, right under the grain galleries, and in close proximity to Shed 28 where the large "Empress" steamers of the Canadian Pacific Steamships Limited have also their terminals.

It is gratifying to note that the Commissioners' long standing claim that Quebec, with its deep water berths, was the natural port for the largest steamers which cannot proceed farther up the St. Lawrence river, is now receiving once more its full recognition.

It is expected that the example of the Canadian Pacific Steamships Limited and of the Cunard Steamship Company, will later be emulated by other steamship companies.

WESTERN CATTLE SHIPMENTS

The lifting of the embargo on Canadian cattle by the Government of Great Britain, has opened new possibilities for the Port of Quebec, and the Commissioners have lost no time in taking advantage of this new situation.

Western cattle shippers were induced to visit our Port during the course of last spring, and after a complete investigation of its facilities, arrangements were concluded, on May 14th, for a number of years for the shipment of cattle from Shed No. 27, 500 feet of which have been equipped as a cattle feeding, resting and loading station.

The initial shipment of cattle from Quebec was made on board of the S.S. "MANCHESTER DIVISION", on May 26th, 1923, and has met with unqualified success.

The special train carrying 576 steers made the run over the Canadian National Railways from Winnipeg to Quebec in 79 hours, including ten hours required for two stops to feed the animals, which is 20 hours less time than it takes to operate a similar special train from Winnipeg to other ports at the head of the St. Lawrence River.

The cattle arrived at Quebec in perfect condition, and were landed directly from the train into the Shed, without having to pass through congested terminals.

Shed No. 27 is now capable of accommodating 800 heads of cattle, and this accommodation can be doubled as the trade requires by equipping the balance of the Shed with similar facilities.

That no other port on the continent offers such advantages is vouched for by the cattle shippers who came to Quebec from the Prairie Provinces to witness this initial shipment of live stock.

Besides the 214 miles shortage in the Railway haulage, and the fact that the cattle is being brought direct from the train to the receiving depot, the steamship, after leaving the Port of Quebec, is four hours later in salt water, and 120 hours after sailing, is through the Gulf and out in the open sea.



Cattle resting, feeding and loading Shed No. 27, at Quebec

It is also proper to note that by using the Port of Quebec, ten hours of navigation are saved in the channel above Quebec where in the warm summer months, the cattle are subject to the discomfort of heat which causes them to shrink in weight.

5,046 heads of cattle were shipped from this port during last season.

COLD STORAGE WAREHOUSE

The work of construction of the Commissioners' Cold Storage Warehouse was commenced on the 17th of October 1923, and is making satisfactory progress. The foundations built on solid rock, have been completed, and the erection of the building will be pressed with all possible dispatch, as soon as the weather conditions will permit.

It is expected that the plant will be ready for its trial tests by the first of September 1924.

Full particulars as to its construction and equipment are given in the annexed report of the Chief Engineer.

CONSTRUCTION AND MAINTENANCE WORKS

The Chief Engineer's report also contains information regarding all matters coming under his supervision in connection with the Harbour works in general, and the various additions, alterations and repairs made to the Commissioners' properties during the year.

REVENUE AND TRAFFIC IN 1923

The activities of the different Departments of the Commission in 1923, as compared with the year 1922, are summarized as follows:

REVENUE

Revenue in 1923.....	\$ 407,116 31
Revenue in 1922.....	376,455 65
<hr/>	
Increase in 1923.....	\$ 30,660 66

EXPENDITURE

Operating expenditure in 1923.....	\$ 379,826 37
Operating expenditure in 1922.....	309,361 23
Increase in 1923.....	\$ 70,465 14

The surplus of revenue over the operating expenditures for 1923, has been \$27,289.94.

MOVEMENT OF VESSELS (Ocean and Coasting)

Inwards		Outwards	
(From Sea and Great Lakes)		(From Montreal, stopping at Quebec)	
1923.....	522 vessels	1922 (Correction).....	107 vessels
1922 (Correction).....	494 vessels	1923.....	98 vessels
Increase in 1923.....	28 vessels	Decrease in 1923.....	9 vessels

The total gross tonnage for 1923 was 3,768,214 tons as against 3,588,530 tons in 1922, showing an increase of 179,684 tons in 1923.

RAILWAY TRAFFIC DEPARTMENT

Cars handled in 1923.....	28,232 cars
Cars handled in 1922.....	26,055 "
Increase in 1923.....	2,177 cars

GRAIN ELEVATOR

Grain received in 1923.....	5,679,277 bushels
Grain received in 1922.....	3,675,340 "
Increase in 1923.....	2,003,937 bushels
Grain delivered in 1923.....	5,618,679 bushels
Grain delivered in 1922.....	3,602,728 "
Increase in 1923.....	2,015,951 bushels

Out of the quantities of grain delivered, 3,733,937 bushels have been exported overseas in 1923, as against 1,949,635 bushels in 1922.

IMPORTS AND EXPORTS (Ocean and Coasting Vessels)

Imports

	1922	1923
General Cargo.....	127,322 tons	127,958 tons
Coal.....	262,188 tons	345,975 tons
Fuel Oil.....	38,623 tons	41,651 tons
Cattle.....	282 heads	117 heads

Exports

	1922	1923
Grain (Overseas).....	1,949,635 bus.	3,733,937 bus.
General Cargo.....	42,699 tons	42,573 tons
Lumber and timber..	23,535,034 ft. B.M.	16,578,837 ft. B.M.
Cattle (No exports owing to Embargo).		5,046 heads

MEMORIAL TO ABRAHAM MARTIN

On May 12th 1923, the unveiling took place of a monument erected on the Louise docks by the Canadian Pacific Company to Abraham Martin, the first "King's Pilot" on the St. Lawrence River and also the first settler in Canada. This ceremony was attended by a large number of prominent men, including representatives of the clergy, Provincial Cabinet Ministers, representatives of the Canadian Pacific Company, and the Quebec Harbour Commissioners.

The unveiling was made by Mr. F. L. Wanklyn, General Executive Assistant of the C. P. R.

The Plains of Abraham, which are now the National Battlefields Park, were named after Abraham Martin, who had his farm on the historical spot of the City of Quebec.

DISTINGUISHED VISITORS

On September 12th 1923, His Royal Highness the Prince of Wales, travelling as Baron Renfrew, landed at Quebec from the SS. "EMPRESS OF FRANCE", of the Canadian Pacific Steamships Limited on his way to the Province of Alberta. His Royal Highness sailed from the Louise Docks on the SS. "EMPRESS OF FRANCE" on October 13th.

On the 26th of May 1923, a party of 50 Members of the House of Commons, including the Honourable J. E. Sinclair, Minister without Portfolio, Mr. Robert Forke, Leader of the Progressive Party, and also the Members of the Special Committee on Agriculture; the Honourable J. E. Caron, Minister of Agriculture for the Province of Quebec, His Worship Mayor Samson, Senators Jules Tessier and D. O. Lespérance, Mr. H. P. Kennedy, Cattle Exporter, Mr. Rice Jones, Vice-President and General Manager of the United Grain Growers, Mr. J. L. Juhlin, Managing Director of the Edmonton Stockyards, and also Members of the Associated Press and of the Local Press, were entertained by the Commissioners, and made a thorough inspection of the facilities for the feeding, resting, and loading of cattle at Shed and Berth No. 27, and also of the Port facilities for handling grain and other cargo.

The Party was also entertained at luncheon and dinner as guests of the Chairman and of the Commissioners, and made a visit of the City, the Quebec Bridge and surroundings.

The members of the party expressed themselves as fully satisfied with the accommodation offered at Quebec for the shipping of cattle, stating that the facilities afforded here were better than at any other port in America.

On October 23rd, the Commissioners received the visit of the Members of the Royal Grain Commission, who held their sittings in Quebec on that day. The Commissioners appeared before the Commission and explained Quebec's point of view in connection with the transportation of the Western grain crops and the shipping of that commodity from Canadian Ports, and more especially, from the Port of Quebec.

CONVENTION OF PORT AUTHORITIES

Brigadier-General T. L. Tremblay, Commissioner and Chief-Engineer, and the Secretary-Treasurer attended the sittings of the Twelfth Annual Convention of the American Association of Port Authorities, held in New Orleans, La., on December 10th, 11th and 12th 1923.

Brigadier-General Tremblay had the honour of being elected one of the Vice-Presidents of the Association.

The next annual meeting of the Association will be held in Los Angeles, Cal., in the Fall of 1924.

To this report are annexed the various statements and reports conveying the information yearly forwarded to your Department in connection with the harbour, and also a complete statement of the Commissioners' accounts for the year 1923.

I have the honour to be,

Sir,

Your obedient servant,

CHARLES SMITH,
Secretary-Treasurer.

CHIEF ENGINEER'S REPORT

Quebec, January 3rd, 1924.

Mr. CHARLES SMITH,
Secretary-Treasurer,
Quebec Harbour Commission.

Dear Sir:—

I have the honour to submit the following Annual Report for 1923 covering Works of new Construction and Improvements in the Port of Quebec.

Dredging:—The Commissioners Dredge No. 2 worked in the estuary of the St. Charles River from May 16th to Nov. 22nd, in accordance with the program started last year of providing a turning Basin for vessels west of Pier No. 1, to a minimum depth of 35 feet at low water. The turning Basin now has a diameter of 1,300 feet and will be completed next year.

The total quantity of sand, boulders and mud removed amounted to 582,840 cubic yards, which is the largest volume excavated by the Dredge in one season since 1915. The average quantity dredged per day was 4,134 cubic yards which is the highest average this Dredge has made since in operation.

Breakwater Facing:—The work started in 1922 of repairing the Breakwater on the River side was completed in 1923. The wharf on its entire length of 880 feet is now in good condition.

Grain Elevator Alterations:—Many alterations were made at the Marine Tower with a view of increasing its efficiency in unloading canal boats carrying grain. The unloading time of these canal boats has been reduced by more than two hours and the Marine Tower is now capable of unloading three canal boats per day. The following is the unloading time of some of the canal boats last season.—

SS. "EDWARD L. STRONG"...	70,970 bus.	Oats.....	3 hrs. 30 min.
SS. "ARAGON".....	63,884 "	Wheat.....	4 " 30 "
SS. "GLENCADAM".....	45,708 "	".....	3 " 15 "
SS. "BOTSFORD".....	125,788 "	Oats.....	6 " 00 "
SS. "GLENCALVIE".....	78,667 "	Wheat.....	5 " 30 "
SS. "MALTON".....	107,416 "	Oats.....	5 " 30 "



View showing cattle loading berth in line of Shed No. 27, at Quebec

Several minor alterations necessitated by the improvements to the Marine Tower were made in the Grain Elevator. The unloading capacity of Elevator No. 2 on grain delivered by canal boats can now be figured at about 200,000 bushels of wheat per day.

The working capacity of the Elevator on grain moving "all water" is very much improved, as the House can now receive grain nearly as fast as it can deliver same, thus balancing the handling operation and offering a greater dispatch to canal and ocean vessels.

The telephone system in the Grain Galleries which was found defective was completely overhauled and put in working condition.

Minor alterations in the Power House such as overhauling turbines, lining boilers, etc., were carried out to improve the efficiency of the Power Plant and reduce the coal consumption with very satisfactory results.

Cattle Depot:—In order to accommodate the cattle trade half of Shed No. 27, at the north end, was divided into cattle pens. The necessary hay racks, water troughs, gangways and a scale capable of weighing a carload of cattle have been provided.

Many Engineers and authorities in the cattle trade have inspected the facilities provided by the Commissioners to handle cattle and their unanimous opinion is that there is no better accommodation offered at any other Port of America for the export of cattle.

There is presently accommodation for 800 heads of cattle and the balance of the Shed is available should the trade warrant such an extension.

Berth No. 28:—The improvements made to Berth No. 28, described in my last year's report have proven very satisfactory, both as regards freight and passenger handling.

The work mentioned in the report was completed as described, with the exception that one platform was floored with white pine plank instead of concrete. The work was completed in time to receive the first ship of the season and the layout worked satisfactorily from the first.

The Steamer "MONTLAURIER" arrived at this berth November the 1st at 2 a.m. discharged 1,237 passengers and 1,144 tons of freight and left November 3rd at 4 p.m. with over

400 passengers and 2,995 tons of freight of which 1,920 tons was wheat, the total time in the berth being only 62 hours. There was no confusion and all operations were smoothly performed.

A few minor improvements were made to the electric lighting system.

The floor of Shed has been taken up and backfilled underneath to bring it to the original level, the sand filling having shrunk, and the flooring is now being relaid.

A concrete driving platform has been laid along the eastern face of the Concourse, 18 feet wide, connected at the East and South with the brick roadway and similar connections have been made at the West end of the Shed also connecting with the brick roadway there so that there is now a concrete and brick roadway to this berth at both ends with parking places for vehicles.

Nothing has yet been done regarding offices at this berth. The C. P. Ry have used the offices in Shed No. 26 for the work without trouble.

A heavy mooring post has been placed at the east end of the berth and five strong moveable platforms provided running on a track along the north face of shed to take the shore end of the ship's gangways.

Cold Storage Warehouse:—A Cold Storage plant located at the corner of Dalhousie and St. James streets has been commenced. The plant consists of a Warehouse 106 feet by 127 feet, five stories high; a Fish storage house 40 feet by 60 feet, two stories high and a power plant 40 feet by 60 feet, also two stories.

The Warehouse is of reinforced concrete construction throughout on solid rock foundation, with citadel brick exterior curtain walls independent of the interior of the building, carrying none of the weight. The floors are of reinforced concrete, carried on columns also of reinforced concrete at 20 feet centers, and are capable of supporting a load of 250 pounds per square foot in addition to their own weight. The columns are calculated to carry a load of 610 tons each, and preparations have been made throughout for the addition of four more stories.

Half of the building has been insulated and piped for cold storage and the other half prepared to receive the insulation and piping when required. In the meantime this half of the

building will be used for general storage not requiring refrigeration.

The insulation of the floors, walls, and roof will be of corkboard, six and eight inches thick. The floors will have 2½ inch concrete wearing floor on top of the insulation.

Contents of Building:

Ground floor—Receiving rooms, offices and Ele- vator.....		Cold Storage
Second floor.....	101,000 cu. ft..	21,000 cu. ft..
Third floor.....	57,000	57,000
Fourth floor.....	57,000	57,000
Fifth floor.....	57,000	57,000
	<hr/>	<hr/>
	329,000 cu. ft..	249,000 cu. ft..

The temperatures in the cool rooms will be in the 2nd, 3rd and 4th floors 29 degrees F. in the 5th floor 15 degrees F. and in the small rooms on the ground floor 10 degrees F.

The rooms on the ground floor are divided into four small rooms for local renting and a larger one for pre-cooling any merchandise that may arrive too warm to be put in the cool rooms immediately.

The building will be fitted with an air cleaning machine and air-ducts to each of the cool rooms, capable of withdrawing all the air from any one of them, washing, cooling and returning it to the room in fifteen minutes, or furnishing fresh, washed and cooled air as desired.

Each of the cool rooms will have an electric humidifier and an electric heater to take care of any undue drop in temperature in winter.

Each room is drained to the center line of the floor and pipes provided to conduct the offtake to the large tunnel in the basement where they are trapped and the contents allowed to run off to the city drain in St. James street. This tunnel is 5 feet by 7 feet inside of reinforced concrete carried on 10"x10" cedar sills laid close.

The cooling will be done with calcium chloride brine which leaves the pumps in the Power House at 5 degrees below zero running through 4 miles of two inch pipe suspended from

the ceiling of the cool rooms, and returns to the Power House re-cooled.

Recording thermometers placed in the office will show a continuous record of the temperature in each room cooled.

The building will have two electric elevators capable of lifting two tons each at a speed of 85 feet per minute.

The ground floor will be heated by steam from the power plant capable of maintaining a temperature of 36 degrees in the receiving room and 70 degrees in the offices in zero weather.

A new arrangement of the tracks south of the Bridge at the Cross-Wall will have two tracks running to the east side of the building.

A sprinkler apparatus will be installed in each room both in the general and cold storage section, on the dry pipe balanced pressure system in accordance with the insurance association demands and a water pipe will be carried up to the roof in the stairway with a connection on each floor.

Heavy cold storage doors of the double type manufactured by the Hillock Company of Toronto will be installed in all doorways, both in the cool and general storage rooms.

The excavation for the walls and wall columns of the building has been done and the concrete poured to a height of 13 feet above the rock foundation on all but a small section of the exterior walls and excavation for the interior columns is progressing, some of them being complete to the rock.

It is the intention to carry the concrete in the walls and wall columns to the high tide level if the weather permits before closing the works for the season, but no concrete will be poured in the interior columns during cold weather. It is expected that the building will be far enough advanced for the installation of the piping and insulation by the 1st of July and that it will be complete by the 1st of September next.

Fish House:—The Fish House situated 200 feet east of the main warehouse is placed on piles driven to the solid rock and capped with three feet of concrete. The upper story and roof being carried on steel I beams. The floors are of reinforced concrete similar to the main warehouse and calculated to carry the same load.

The lower floor is divided into three rooms, viz:—a receiving room, a shipping room and a cold storage room. The upper floor is in one room.

Contents: Lower floor --Rec. & shipping room.	10,620 cu. ft
do —Cool Room.....	9,360
Upper floor--Cool Room.....	17,280
	<hr/>
	37,260 cu. ft.

The cool rooms will be capable of storing approximately 850,000 lbs. of fish.

The temperature of the cool rooms will be ten degrees F. The building is served by one elevator similar to those in the main warehouse and connected with registering thermometers in the main office.

This building will be of reinforced concrete throughout insulated similarly to the main building and the cooling rooms will carry 3,000 feet of two inch pipe. The brine will be pumped through 6 inch pipes from the power plant, placed in an insulated reinforced tunnel. The building is so placed that fish may be landed from boats almost at the door.

The foundation is such that additional stories may be added when required. In case of the house not being completely required for fish one of the rooms may be used for the storage of poultry, game or similar goods requiring low temperatures.

An air cleaning and preparing machine, similar to the ones described for the main warehouse will be installed of such capacity that the air may be changed in either of the rooms speedily with all air ducts, valves, etc., complete.

Power Plant:—The Power Plant is situated 40 feet east of the main warehouse and 130 feet west of the fish house. The building will be placed on piles driven to solid rock at approximately four foot center and capped with 3 feet of concrete.

On the lower floor will be the Store Room, heating apparatus, coal cellar and ash pit and a well going down to 2 feet below low tide for the cooling water supply. On the main floor which is 16 feet high will be placed the machinery for the refrigeration consisting of two 100-ton synchronous motor driven, 2 stage intercooled, high speed (257 rev. per min.) ammonia Compressors, a liquid ammonia receiver 20"x15 feet, two 34"x14 feet vertical multitubular condensers, two 34"x13 feet multi-pass horizontal tubular brine coolers, two 6" suction, 5" discharge Rotubro brine pumps, high speed

(1,740 rev. per min.) motor driven and two cooling water pumps of the same size, speed and make, capable of pumping 500 imperial gallons per minute against a head of 100 feet.

This machinery is in duplicate except the condensers and the brine coolers.

The compressors are so constructed that they may be run at half capacity at an expenditure of approximately 60% of the power for full capacity.

A two panelled slate switch-board will hold the starting apparatus, gauges, volt-meters etc., and a recording volt-meter showing the quantity of power being consumed at all times, also a temperature indicating instrument which by moving a connecting switch will indicate the existing temperature of any of the cool rooms in both the main warehouse and Fish House.

The brine will leave the pumps at a temperature of 5 degrees below zero and a recording thermometer will be installed on the brine line to keep a record of the temperature at all times as well as another on the returning brine.

All the machinery is being made in Canada.

The heating apparatus will consist of a tubular low pressure boiler (50 lb). capable of heating the ground floor and offices of the main warehouse and Fish House and there is a coal cellar and ash pit adjoining the boiler room so that it should not be necessary to open this floor during the winter months.

The walls of this building will be of concrete plastered outside, marked off in squares, inside will be of hollow tile plastered. The ceiling will be of expanded metal lath and plastered. The floor will be of concrete, sidewalk finish.

The water pumps will be placed in a room, the floor of which will be within 12 feet of low tide and the suctions will be passed through the floor with stuffing boxes to a well below which will be connected with the River St. Lawrence by a 12 inch cast iron pipe placed below low tide.

The contractors for the plant are the Linde Canadian Refrigeration Company Limited for the machinery, piping and insulation, who have guaranteed the temperature in the various rooms and the operation of the machinery for a year after completion. The rest of the construction has been awarded to T. E. Rousseau of Quebec.

The times for the completion are as follows: The building is to be ready for the reception of the piping, insulation, eleva-

tors and all other fittings by July 1st, 1924 and the machinery is to be installed and ready to commence its month's trial run on the 1st of September 1924.

Indian Cove:—The work of rebuilding the wharf at Indian Cove, which was partly destroyed five years ago has been continued during the past year. Two hundred and fifty feet of wharf was rebuilt and only two hundred and fifty feet remain to complete the work.

General Improvements:—Works of minor importance carried out during the year were as follows:—

Refacing Embankment Cribwork of the Inner Basin for a length of about 1,200 feet.

Renewing the planking of wharf at berth No. 20 and paving the area east of shed with concrete.

Renewing the facing of Pointe-à-Carcy wharf and paving surface at south end of Shed No. 21.

Building six large fenders for St. Charles River berths.

Paving with concrete area south of Police Station on Cross-Wall.

Re-laying about 2,000 feet of Commissioners rails with 80 lb. rails.

The Commissioners property and plant have been maintained in good working condition.

The Cross-Wall Bridge was operated for the first time the past season on April 9th and for the last time on December 24th.

The water was retained in the Wet Dock for the first time the past season on May 2nd and for the last time on December 5th.

I have the honour to be,

Yours very sincerely,

T. L. TREMBLAY,
Chief Engineer.

HARBOUR MASTER'S REPORT

Quebec, December 31st 1923.

CHARLES SMITH, K.C., Esq.,
Secretary-Treasurer,
Quebec Harbour Commission,
QUEBEC.

Sir:—

I have the honour to submit the following report for the year 1923:

January 1st, C. G. S. "MONTCALM" arrived from Lower St. Lawrence.

January 31st., C. G. S. "MONTCALM" left at 7.30 A.M. for Seven Islands and Anticosti, (North Shore).

February 11th., at 1.30 P.M. C. G. S. "MONTCALM" (Ice-Breaker) arrived from North Shore, (Seven Islands and Mingan).

February 26th., C. G. S. "LADY GREY" (Ice-Breaker) left at 11.00 A.M. for Sorel to assist SS. B'ge "JOHN S. THOM" frozen up in Mid-Channel at Sorel since December 12th. Proceeded to Batiscan and returned to Port on March 1st.

March 5th., C. G. S. "MIKULA" (Ice-Breaker) left at 7.00 A.M. for Three Rivers.

March 6th., at 7.00 A.M. C. G. S. "LADY GREY" left for Grosse Ile, returned to Port at 4.30 P.M.

March 8th., C. G. S. "LADY GREY" left at 9.00 A.M. for Levis, returned to Port March 10th 10.00 A.M.

March 11th., C. G. S. "LADY GREY" left at 10.00 A.M. for Three Rivers to assist C. G. S. "MIKULA" in breaking up Channel.

March 17th., at 2.00 P.M. Ice-Breakers C. G. S. "MIKULA" and "LADY GREY" arrived from Three Rivers.

March 20th., C. G. S. "LADY GREY" and "MONTCALM" left for Three Rivers.

April 2nd., C. G. S. "MIKULA" left for Dry Dock.

April 7th., the SS. "GUIDE" came alongside Shed No. 19 to take on cargo for North Shore.

April 9th., C. G. S. "BELLECHASSE" left winter quarters and berthed at Shed No. 21, Custom House Pond.

April 9th., SS. "LABRADOR" left winter quarters and berthed at Shed No. 14 to take on cargo for North Shore.

April 9th., at 1.20 P.M. C. G. S. "DRUID" left winter quarters.

April 10th., at 4.00 A.M. "SS. "LABRADOR" of the Clarke Steamship Co., Limited left for North Shore and intermediate ports with passengers and general cargo. Opening of the season of navigation, Lower St. Lawrence.

April 10th., at 5.00 A.M. the SS. "GUIDE" of the Bras d'Or Bay Co., Limited left for North Shore.

April 10th., the Yacht "BIKIRA" arrived from St. Laurent, Island of Orleans. Ice in the river from St. Jean Deschailions and below, clearing away slowly. Ice in Channel from St. Jean upward still in same position.

April 12th., C. G. S. "DRUID" left Port to place two winter buoys at Upper Traverse.

April 13th., C. G. S. "DRUID" arrived from Upper Traverse.

April 14th., at 4.00 P.M. C. G. S. "MIKULA" arrived from Dry Dock, bunkering at Pointe-à-Carcy, Custom House Pond.

April 16th., at 4.00 A.M. C. G. S. "MIKULA" left for Three Rivers to break ice Barrage at Champlain.

April 17th., at 9.00 A.M. Draw Bridge open for the first time this season. Tug "FRASERVILLE" breaking up the ice in Inner Basin.

April 17th., the SS. "NORTH SHORE" and "LABRADOR" arrived from North Shore being the first arrival of the season from Lower St. Lawrence.

April 18th., C. G. S. "MIKULA" (Ice-Breaker) employed in breaking the ice in the St. Charles River, Outer Basin clear of ice and all the vessels at their berth.

April 19th., St. Charles River Basin free of ice.

April 21st., C. G. S. "MONTCALM" arrived from Three Rivers. Drifting ice and broken flocs from Quebec to Three Rivers.

April 22nd., Schooner "TADOUSSAC" arrived at 5.00 P.M. from Saguenay. First schooner to arrive this season.

April 22nd., C. G. S. "MONTCALM" left at 7.00 A.M. for Cabot Strait to assist ice bound Merchant Vessels.

April 23rd., C. G. S. "DRUID" left Port to place the buoys down the river.

April 26th., Ice moving at all points from Montreal to Three Rivers.

April 28th., "GREY POINT" left at noon for Montreal.

May 1st., Main Ship Channel from Montreal to Quebec clear of all ice.

May 1st., at 11'30 SS. B'ge "JOHN S. THOM" arrived from Sorel, first arrival of the season from that Port.

May 2nd., at 1.00 P.M. SS. "CAIRNVALONA" arrived from New Castle on Tyne, being the first Sea-Going Vessel to arrive this season.

May 2nd., Lower Traverse and White Island Light Ship left to take up their station.

May 5th., SS. "GASPASIA" of the Clarke Steamship Lines Co., Limited arrived from Montreal, being the first arrival from that Port this season.

May 5th., Canada Steamship Lines SS. "SAGUENAY" arrived down from Montreal. First voyage of the season.

May 6th., the SS. "MONTROSE" arrived from Liverpool, being the first Transatlantic Passenger Liner to arrive this season.

May 13th., SS. "EMPRESS OF SCOTLAND" arrived from Southampton, being the first Transatlantic Passenger Liner to berth at Shed No. 28, St. Charles River.

May 13th., C. G. S. "MIKULA" left for Cabot Strait. (Ice Patrol Duty).

May 14th., at 6.00 P.M. "EMPRESS OF SCOTLAND" left for Southampton, Cherburg and Hamburg.

May 26th. at 3.00 P.M. SS. "MANCHESTER DIVISION" left Port for Manchester with the first cattle shipment of the season.

May 29th., SS. "ALGENIB" left for Sea. (Gibraltar for orders). First grain steamer of the season.

June 14th., C. G. S. "MIKULA" and "MONTCALM" (Ice-Breakers) arrived from Ice Patrol Duty, Cabot Strait.

June 19th., the 14,000 tons White Star Liner SS. "DORIC" arrived at this Port on her maiden voyage from Liverpool.

July 2nd., H. M. C. S. "PATRIOT" from Three Rivers visited this Port. July 10th. left for Sea.

July 9th., C. G. S. "ARCTIC" left Port for Northern Cruise.

July 13th., C. G. S. "LADY GREY" left for Pictou, N.S. with the Honourable E. Lapointe, Minister of Marine and Fisheries and party on tour of inspection in the St. Lawrence and the Maritime Provinces.

July 25th., the U. S. A. "WILMINGTON" School Ship arrived at this Port, and left for Montreal on the same date.

August 6th., H. M. S. "CALCUTTA" Flag Ship of the Atlantic Squadron under Command of Vice-Admiral Sir Michael Culme-Seymour arrived at this Port.

August 20th., H. M. S. "CALCUTTA" and "CAPE-TOWN" left for Montreal.

August 24th. French Cruisers "VILLE D'YS" and "REGULUS" arrived at this Port from Sea. August 29th. left for Montreal.

September 6th., H. M. S. "CALCUTTA" and "CAPE-TOWN" arrived from Montreal. September 7th. H. M. S. "CALCUTTA" left for England. H. M. S. "CAPETOWN" remained in Port until September 13th.

September 7th., H. M. C. S. "VALERIAN" arrived at this Port.

September 12th. at 8.00 A.M. the SS. "EMPRESS OF FRANCE" of the Canadian Pacific Steamships Limited arrived in Port, having on board the Baron of Renfrew. (His Royal Highness the Prince of Wales.

September 21st. Honourable W. L. MacKenzie-King, Prime-Minister of Canada left for England on board the C. P. S. "MONTCALM".

September 21st., H. M. C. S. "VALERIAN" left for Montreal.

October 4th. at 3.00 P.M. C. G. S. "ARCTIC" arrived from Northern Cruise.

October 13th. at 3.30 P.M. H. R. H. the Prince of Wales left Quebec on the "EMPRESS OF FRANCE".

November 29th. at 3.35 A.M. SS. "MONTLAURIER" left for Liverpool, being the last Ocean Mail and Passenger Steamer to leave Port this season.

December 7th., SS. "ALDERAMIN" Grain Laden left for Rotterdam being the last Ocean Going Freight Steamer to leave Port this season.

December 7th. Tidal Gate Inner Louise Basin left open for the first time this season.

December 14th. at 5.00 A.M. C. G. S. "DRUID" left for Saguenay.

December 15th. Ice began to form in the Inner Basin and St. Charles River.

December 17th. at 10.30 A.M. C. G. S. "MONTCALM" left for Sydney C.B. via Bersimis and Ellis Bay, Anticosti.

December 17th. the SS. "GASPESIA" of the Clarke Steamship Co., Limited, arrived from Lower St. Lawrence. Last Coasting Steamer to arrive this season.

December 18th., C. G. S. "DRUID" arrived from Saguenay.

December 19th. first sign of ice on the river this season.

December 20th. the Coasting Fleet of Steamers owned by different companies are now placed in safety in the Inner and Outer Louise Basins for the winter months.

December 22nd. Owing to the extraordinary mild temperature caused by the absence of heavy snowfalls in the Mac-Kenzie River Basin and Ungava Territories, during the month of December, I must note that the waters of the river and gulf St. Lawrence up to this date, are free from ice from the Great Lakes to the Sea.

I have the honour to be, Sir,

Your obedient servant,

A. LANDRY,
Harbour Master.



Landing facilities at Shed No. 28, leased to the Canadian Pacific Steamships Ltd.,
with S.S. "Empress of France" on berth.

RECORDS OF ARRIVALS AND DEPARTURES AT THE PORT OF QUEBEC, 1923

— 27 —

MONTHS	COASTING VESSELS				SEA-GOING VESSELS				Total	Total
	From Seawards		From Montreal and Great Lakes		Inwards		Outwards		No. of Vessels	Gross Tonnage per Month
	No. of Vessels	Gross Tonnage	No. of Vessels	Gross Tonnage	No. of Vessels	Gross Tonnage	No. of Vessels	Gross Tonnage		
April.....	14	11,040							14	11,040
May.....	25	17,122	13	19,319	38	379,678	6	48,971	82	465,090
June.....	19	7,589	15	28,457	38	336,572	15	116,184	87	488,802
July.....	17	15,322	22	39,103	36	391,829	14	117,132	89	563,386
August.....	17	24,592	19	25,053	42	402,175	15	129,315	93	581,135
September.....	16	27,351	13	18,405	36	353,197	14	148,467	79	547,420
October.....	19	30,612	20	34,324	35	337,429	13	136,328	87	538,693
November.....	15	33,056	18	25,293	28	314,789	19	170,433	80	543,571
December.....	3	2,307	2	2,635	2	11,297	2	12,838	9	29,077
Totals.....	145	168,991	122	192,589	255	2,526,966	98	879,668	620	3,768,214

Total Tonnage for the season 1923, 3,768,214.

**PORT OF QUEBEC SUMMARY OF GROSS TON-
NAGE AND NUMBER OF VESSELS
ARRIVED DURING 1923**

	Vessels	Tonnage
Coasting Vessels inward from Sea	145	168,991 Tons
Coasting Vessels from Montreal and Great Lakes.....	122	192,589 “
Ocean Steamers inward from Sea	255	2,526,966 “
Ocean Steamers outward for Sea via Montreal and Quebec.....	98	879,668 “
Totals.....	620	3,768,214 Tons
Total Gross Tonnage for 1923.....		3,768,214 Tons

**PORT OF QUEBEC (LEVIS) SUMMARY OF NET
TONNAGE AND NUMBER OF VESSELS
ARRIVED DURING 1923**

Vessels	Tonnage
90	123,861 tons net

WHARFINGER'S REPORT

Quebec, January 3rd, 1924.

CHARLES SMITH, Esq.,
Secretary-Treasurer,
Quebec Harbour Commissioners,
QUEBEC.

Sir:—

I have the honour to submit the following with reference to the traffic on the St. Charles Docks and Wharves showing the amount and description of cargo landed and shipped from the Docks during the season 1923:

INWARDS:

22,338	Tons	General Cargo
912	"	Rags
539	"	Earthenware
6,891	"	Salt
7,306	"	Molasses
41,651	"	Fuel Oil
351	"	Pig Iron
21,644	"	Sulphur
156	"	Grindstones
83	"	Glass
23	"	Sodium Sulphite
39	"	Cattle
59	"	Iron and Iron Pipes
1,012	"	Fire Bricks
201	"	Onions
833	"	Sugar
33	"	Wool
269	"	Steel and Steel Joists
230	"	Alumino Ferric
23	"	Sheep and Pigs
161	"	Machinery
4	"	Putty
76	"	Fire Clay
1,551	"	Phosphates
11	"	Tiles
77	"	Liquors

337	Tons	Coke
281,898	"	Bituminous Coal
2,903	"	Scotch Bituminous Coal
11,419	"	" Semi-Anthracite Coal
3,586	"	" Anthracite Coal
45,732	"	American Anthracite Coal

OUTWARDS:

3,447	Tons	General Cargo
10,442	"	Meats
187	"	Hay
10,343	"	Asbestos
4,162	"	Lard
4,110	"	Flour
66	"	Clove Seed
20	"	Tobacco
1,124	"	Apples
409	"	Dry Cod Fish
81	"	Cheese
21	"	Wheat Flakes
25	"	Rolled Oats
96	"	Carborundum Sand
230	"	Wood
25	"	Match-Splints
20	"	Zinc
12	"	Rags
10	"	Auto Tires
12	"	Aluminum Ingots
5,046	"	Head Cattle and 1 Horse
202,239	Ft. B. M.	Spool Wood
10,951,506	Ft. B. M.	Lumber
5,425,092	Ft. B. M.	Timber

LOWER PORT STEAMERS

INWARDS:

87 Vessels.....	23,440 Tons Reg.
2,527 Tons	General Cargo

OUTWARDS:

88 Vessels.....	23,038 Tons Reg.
7,685 Tons	General Cargo

QUEBEC-MONTREAL

INWARDS:

56 Vessels.....14,651 Tons Reg.

18,391 Tons General Cargo

260 “ Hay

OUTWARDS:

43 Vessels.....11,488 Tons Reg.

2,046 Tons General Cargo

The Canadian Import Co. have 43,000 tons of coal stored on the space rented to them.

The Dominion Coal Co. have 13,000 tons of coal stored on the space rented to them.

There are wintering on Louise Docks, lumber, laths, coal, etc.

There are stored in the different sheds, spool wood, salt, shingles, lumber, etc.

The Docks are occupied during the winter months by 138 vessels of various tonnages, where they find safe quarters until the opening of navigation.

I have the honour to be,

Sir,

Your obedient servant,

A. LETELLIER,
Wharfinger.

ELEVATOR SUPERINTENDENT'S REPORT

Quebec, January 3rd, 1923.

CHARLES SMITH, Esq.,
Secretary-Treasurer,
Quebec Harbour Commission.

Sir:—

I beg to submit the following Annual Report of the Harbour Commissioners Grain Elevator No. 2 for the season of 1923.

The total amount of grain being as follows:

GRAIN RECEIVED:

In store at end of season 1922.....	281,035 Bus.
Wheat.....	3,180,936 Bus.
Corn.....	330,883 “
Oats.....	1,610,476 “
Rye.....	545,257 “
Barley.....	11,725 “
	5,679,277 “
<hr/>	
Total	5,960,312 Bus.

GRAIN DELIVERED:

By Conveyors.....	3,733,937 Bus.
By cars.....	242,004 “
By bags.....	1,642,738 “
	5,618,679 “
<hr/>	
In store December 31st, 1923.....	341,633 Bus.

From the total of grain delivered 1,884,742 bushels were local deliveries, of which amount 277,950 bushels were re-cleaned.

Respectfully submitted,

H. PETERSON,
Superintendent.

TRAFFIC MANAGER'S REPORT

Quebec, 31st December, 1923.

Mr. CHARLES SMITH,
Secretary-Treasurer,
Harbour Commission, Quebec.

Dear Sir:—

I beg to transmit for the information of the Commissioners a report of the operation of the Traffic Department during the year 1923:

Loaded cars received.....	5,501	
Loaded cars forwarded.....	9,491	
		14,992
Empty cars received.....	8,672	
Empty cars forwarded.....	4,568	
		13,240
Total number of cars handled.....		28,232

Loaded passengers, mail and baggage cars handled ..	2,796
Total number of cars coal handled.....	5,485

The Commissioners' four locomotives are being cared for by the staff in our shop.

Your obedient servant,

L. FORTIN,
Traffic Manager.

QUEBEC HARBOUR COMMISSIONERS

General Expenditure on Capital Account

Cattle Pens in Shed No. 27.....	8, 869 43
Repairing Face of Point-à-Carey Wharf.....	2,180 18
Repairing Face of North Wall of Wet Dock.....	4,764 90
Paving South West end of Crosswall.....	1,184 31
Dredging.....	11,339 09
	<hr/>
	\$ 28,337 91
	<hr/>

Quebec Harbour Commissioners' Office,
Accounting Department
January 3rd, 1924.

ERNEST H. S. WOODSIDE,
Chief Accountant.

CHARLES SMITH,
Secretary-Treasurer.



View showing entrance to the Louise Docks and part of Quebec's business district, with Laval University and Chateau Frontenac in the background

QUEBEC HARBOUR COMMISSIONERS

Revenue Account for the year ending December 31st, 1923

Operating Receipts:		Operating Expenditures:	
Elevators	\$ 108,070 43	Elevators	\$ 95,281 69
Sheds	5,410 81	Sheds	46,734 50
Freight Hoists	10,237 91	Freight Hoists	4,875 08
Harbour Railways	86,338 07	Harbour Railways	72,894 74
Floating Crane	3,665 17	Floating Crane	3,714 70
Wharfages	60,118 93	Wharves	36,835 50
Rentals	102,109 09	Sundry Expenditures	11,331 67
Sundry Receipts	31,165 90	Interest on Debentures	46,000 00
		Administration	62,158 49
		Surplus over year's working ex- penses	27,289 94
	\$ 407,116 31		\$ 407,116 31

Accounting Department,
Quebec Harbour Commissioners' Office,
January 3rd, 1924.

ERNEST H. S. WOODSIDE,
Chief Accountant.

CHARLES SMITH,
Secretary-Treasurer.

QUEBEC HARBOUR COMMISSIONERS

Expenditure on Capital Account on Approved Estimates out of the Vote of Parliament Under the Quebec Harbour Advances Acts 1913—1917—1922

Dredging St. Charles River.....	\$ 135,707 38
Change rails on Commissioners Rly Lines.....	429 97
New Floating Fenders.....	6,669 81
Rebuilding River Face of Breakwater.....	31,342 55
Permanent Landing Shed No. 28, Departmental.	78 60
Alterations to Shed No. 29.....	7,351 37
Concrete Paving East End of Shed No. 20.....	1,607 19
Concrete Wharf surface at Shed No. 21.....	4,293 30
Reconstruction of Wharf at Indian Cove.....	6,598 78
Fuel Oil Pipe Line.....	6,982 97
Additions and alterations to Berth No. 28.....	217,848 98
Elevator alterations.....	8,262 62
Additions and alterations to the Marine Tower..	29,630 68
Cold Storage Warehouse.....	30,263 15
Plant and Equipment.....	224 45
	<hr/>
	\$ 487,291 80

Quebec Harbour Commissioners' Office,
Accountant Department.
January 3rd, 1924.

ERNEST H. S. WOODSIDE,
Chief Accountant.

CHARLES SMITH,
Sec.-Treasurer.

QUEBEC HARBOUR COMMISSIONERS

Comparative Statement of the Revenue for the years 1922 and 1923

	1923	1922	Difference	1923
Elevators	\$ 108,070 43	\$ 89,093 93	\$ 18,976 50	Increase
Sheds	5,410 81	10,247 34	4,836 53	Decrease
Freight Hoists	10,237 91	12,770 10	2,532 19	Decrease
Harbour Railways	86,338 07	71,895 07	14,443 00	Increase
Floating Crane	3,665 17	1,381 00	2,284 17	Increase
Wharftages	60,118 93	51,768 08	8,350 85	Increase
Rentals	102,109 09	105,789 62	3,680 53	Decrease
Sundry Receipts	31,165 90	33,510 51	2,344 61	Decrease
	407,116 31	376,455 65	30,660 66	Increase

Quebec Harbour Commissioners' Office,
Accounting Department,
January 3rd, 1924.

ERNEST H. S. WOODSIDE,
Chief Accountant.

CHARLES SMITH,
Secretary Treasurer.

QUEBEC HARBOUR
Statement of Assets
as at December

ASSETS			
St Charles Docks and Wharves.....\$	5,456,381 12		
Indian Cove Property.....	121,818 29		
Sillery Quarry.....	1,063 70	\$ 5,579,263 11	
New Construction:			
Harbour Dredging.....	1,432,442 83		
Wharves, Piers and Basins.....	1,818,095 57		
Shops and Buildings.....	752,167 29		
Railways.....	184,972 15		
Permanent Landing Sheds.....	520,388 25		
Grain Elevator.....	1,297,999 15		
Grain Galleries.....	674,768 49		
Miscellaneous Construction.....	145,338 03	\$ 6,826,171 76	
			\$ 12,405,434 87
Beach and Deep Water Lots, Grantees.....			17,261 21
Plant, Equipment and Tools.....			912,885 72
Materials on hand.....			29,301 29
Office Furniture.....			11,138 00
Unsettled Claims against the Dominion Government:			
Dept. of Public Works....	555,209 04		
do The Interior.....	351,437 32		
do Marine & Fish's....	314 25		
do Naval Service....	1,475 00		
do Militia & Defence..	38 75		
Intercolonial Railway....	2,637 00		
Commissioners of the National Transcontinental Railway.....	2,253 96		
		913,365 32	
Accounts Receivable.....		24,504 66	
			937,869 98
Bills Receivable.....			745 00
Cash on hand.....			600 00
Suspense Acc.....			38,105 40
Accrued Rentals.....			2,050 29
Unearned Insurance.....			3,406 80
			\$ 14,358,798 56

**COMMISSIONERS
and Liabilities
31st., 1923.**

LIABILITIES:		
Quebec Harbour Debentures 51 Vic. Chap. 6	\$ 3,612,802 42	
Receiver General.....	43,380 00	
Dominion Government:		
Securing Dock Walls.....	541,393 26	
Quebec Harbour Bonds 62-63 Vic. ch. 34...	350,000 00	\$ 4,197,575 68
Interest Accrued to 1st Jan. 1924.....	3,140 00	
Quebec Harbour Bonds 6-7 Edw. VII, ch. 36	800,000 00	
Quebec Harbour Debentures Series "A" 3-4 Geo. V, Chap. 41.....	5,500,000 00	1,153,140 00
Quebec Harbour Debentures Series "B" 7-8 Geo. V, Chap. 4.....	1 500,000 00	
Quebec Harbour Debentures Series "C" 12- 13 Geo. V, Chap. 40.....	571,800 00	7,571,800 00
Lampson's Cove Capital Surplus Acc.....		453,167 86
Beach and Deep Water Lots.....		17,261 21
— See Contra —		
Accounts Payable.....		20,801 09
Accrued Wages.....		4,864 52
Union Bank of Canada.....		122,424 89
Reserve for difference between cost and amount realized on Capital Investments.....		100,634 91
SURPLUS:		
Revaluation Account.....	162,528 12	
Profit and Loss Account.....	554,600 28	
		717,128 40
		<hr/>
		\$ 14,358,798 56

Note.—The arrears of Interest on the old Debentures of the Dominion statement.

Interest on the "Quebec Harbour Debentures" Series "A", B"" and paid or provided for in the above statement,

Quebec Harbour Commissioners' Office

January 3rd, 1924.

AUDITORS

We have the honour to report that we have examined the above statement 31st December 1923, and we certify that, subject to the above note relating at that date, as shown on the books and information supplied to us.

Quebec, January 28th, 1924.

Government have not been accrued or in any way incorporated in the above
“C” amounting to \$1,786,878.93 for eight years to July 1st 1923 has not been

CHARLES SMITH,
Secretary-Treasurer.

CERTIFICATE

ments of Assets and Liabilities of the Quebec Harbour Commissioners to the
to Interest on Debentures it exhibits the true position of the Commission

MORIN, BARRY & COTE,

Per LEON COTE, C. A.
Auditors.

MEMORANDUM

Showing the opening and closing of Navigation in the Port of Quebec
from 1830 to 1923

Year	First Arrival of Schooner from Below	First Steamer from Montreal	First Arrival from Sea	Last Sailing for Sea
1830	April 17	April 17	December 4
1831	April 21	April 16	November 30
1832	April 29	May 4	November 30
1833	April 18	May 10	November 25
1834	April 18	May 6	November 24
1835	May 4	May 2	November 25
1836	May 11	May 11	November 26
1837	May 1	April 29	November 18
1838	April 28	May 3	November 20
1839	April 21	May 8	November 23
1840	April 19	April 25	November 29
1841	May 1	April 29	November 28
1842	April 21	May 3	November 28
1843	May 5	April 18	November 28
1844	April 24	May 3	November 23
1845	April 25	May 1	November 26
1846	April 17	April 24	November 27
1847	May 8	May 8	November 26
1848	April 6	May 1	November 21
1849	April 25	April 28	November 25
1850	April 25	April 28	November 28
1851	April 22	April 20	November 29
1852	April 30	April 15	December 4
1853	April 23	April 24	November 26
1854	May 5	April 29	November 29
1855	May 6	May 6	November 22
1856	April 27	April 20	November 23
1857	April 17	April 28	November 24
1858	April 18	April 29	November 25
1859	April 22	April 29	November 28
1860	April 26	April 28	November 26
1861	April 26	April 22	November 26
1862	April 20	April 16	November 29
1863	May 3	May 4	November 27
1864	April 25	April 27	November 30
1865	April 21	April 29	November 28
1866	April 26	April 28	December 1
1867	May 3	April 17	November 29
1868	April 28	April 23	November 28
1869	April 30	April 27	November 27
1870	April 25	April 16	December 21
1871	April 18	April 22	November 27
1872	May 6	April 30	November 26
1873	May 2	April 28	November 22
1874	May 10	April 28	November 25
1875	May 9	April 29	November 23

MEMORANDUM

Showing the opening and closing of Navigation in the Port of Quebec
from 1830 to 1923

Year	First Arrival of Schooner from Below	First Steamer from Montreal	First Arrival from Sea	Last Sailing for Sea
1876	.....	May 9	May 6	November 26
1877	.....	April 26	April 25	November 25
1878	.....	April 21	April 20	November 24
1879	.....	May 2	April 29	November 28
1880	April 30	April 30	April 30	November 27
1881	April 1	April 26	April 26	November 28
1882	April 22	April 28	April 22	December 2
1883	April 23	May 5	April 23	December 1
1884	April 20	April 29	May 1	December 8
1885	April 19	May 7	May 5	November 21
1886	April 24	April 27	April 29	.....
1887	April 14	May 3	April 29	November 21
1888	April 8	May 4	April 29	November 30
1889	April 1	April 22	April 26	November 27
1890	April 3	April 29	April 29	November 25
1891	March 29	April 27	April 27	November 30
1892	April 27	April 24	April 28	November 24
1893	April 1	May 6	April 20	November 24
1894	March 21	April 23	April 26	December 5
1895	April 4	April 28	April 26	November 28
1896	April 22	May 1	April 24	November 26
1897	April 7	April 25	April 29	November 27
1898	April 12	April 19	April 25	November 28
1899	April 5	May 3	April 22	November 30
1900	March 28	April 27	April 23	December 5
1901	April 2	April 27	April 20	November 27
1902	March 21	April 15	April 13	December 4
1903	March 20	April 19	April 18	December 6
1904	March 31	May 3	April 24	December 8
1905	March 25	April 26	May 2	November 24
1906	April 4	April 24	April 23	December 2
1907	April 4	May 2	April 26	November 25
1908	April 8	May 1	April 21	December 1
1909	April 4	April 25	April 21	December 3
1910	March 28	April 15	April 9	December 1
1911	April 9	April 30	April 27	December 8
1912	April 9	April 28	May 1	December 12
1913	April 4	April 23	April 26	December 13
1914	April 3	May 1	April 28	December 4
1915	April 4	April 15	April 30	December 16
1916	April 8	April 23	April 30	December 21
1917	April 2	April 27	April 30	December 21
1918	April 4	April 30	May 7	January 11
1919	March 28	April 30	April 19	December 16
1920	April 1	April 27	April 24	December 12
1921	April 7	May 2	April 23	December 12
1922	April 15	April 21	April 30	December 10
1923	April 22	May 5	May 2	December 7

PORT OF QUEBEC

COMPARATIVE STATEMENT of the Number and Tonnage of Sea going Steamers and Sailing Vessels with the Number of Men employed entered Inwards and Outwards, for the year ending on the 31st December, 1923 showing the Countries from whence they came and for which they cleared, whether with Cargo or in Ballast, also distinguishing the Countries to which they belonged:

Compiled by J. A. SANTERRE, of H. M. CUSTOMS AND EXCISE.

RETURN OF VESSELS INWARDS FOR THE YEAR ENDING
31st DECEMBER 1923

	Vessels	Tons.	Men
Total Vessels Arrived	310	1,539,444	19,570
Vessels with cargoes.....	279	1,514,966	18,530
do in ballast.....	31	24,478	740
Total	310	1,539,444	19,570
Number of Steamers.....	302	1,555,478	49,232
do Sailing Vessels.....	8	466	38
Total	310	1,555,944	49,270
UNDER WHAT FLAG			
British.....	259	1,462,144	47,915
Portugal.....	4	6,903	123
United States.....	6	181,47	197
Norwegian.....	22	33,030	550
Swedish.....	6	10,198	148
German.....	3	901,4	103
Belgian.....	3	318,3	163
Dutch.....	8	8,976	163
Danish.....	1	4,230	39
Spanish.....	1	4,230	39
Greek.....	1	4,230	39
Japanese.....	1	4,230	39
Total	310	1,555,944	49,270
WHENCE ARRIVED			
United Kingdom.....	190	1,170,716	18,140
Norway.....	52	131,21	1,016
British West Indies.....	38	76,521	561
Port of Arrive.....	1	28,861	41
France.....	1	10,44	51
St. Pierre & Miquelon.....	2	13,270	31
Belgium.....	1	10,44	51
Holland.....	1	10,44	51
Norway.....	10	6,886	108
Norway.....	2	7,538	71
Spain.....	1	7,538	71
Portugal.....	1	7,538	71
Sweden.....	1	7,538	71
Swedish West Indies.....	1	7,538	71
Argentine Republic.....	1	7,538	71
Receiv.....	1	7,538	71
Spain.....	1	7,538	71
Port of Arrive.....	1	7,538	71
France.....	1	7,538	71
St. Pierre & Miquelon.....	1	7,538	71
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Holland.....	1	7,538	71
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Port of Arrive.....	1	7,538	71
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St. Pierre & Miquelon.....	1	7,538	71
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Compiled by J. A. SANTERRÉ, of H. M. CUSTOMS AND EXCISE.

PORT OF QUÉBEC

RETURN showing the opening of navigation at the Port of Québec, in each year, from 1832 to 1923, inclusively; also the date of closing thereof during that period;

RETURN of the Number and Tonnage of Seagoing vessels entered Inwards and Outwards at this Port, from 1850 to 1923.

Arrivals from	Arrivals	Sailed	INWARDS	OUTWARDS
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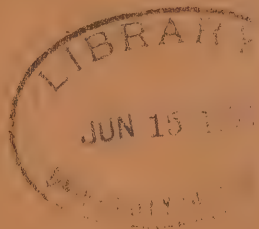
QUEBEC HARBOUR COMMISSIONERS' REPORT

A1 FS186

-R26

For the Year 1924

Under The Quebec Harbour
Commissioner's Act
1899



QUEBEC
1925

YB 173
-800

Quebec Harbour Commissioners' Report

For the Year 1924

Under The Quebec Harbour
Commissioner's Act, 1899

OFFICERS OF THE QUEBEC HARBOUR COMMISSION

Commissioners:

HON. W. GERARD POWER, M.L.C.,	Chairman
BRIG.-GENERAL T. L. TREMBLAY, C.M.G., D.S.O.,	Commissioner
JULES GAUVIN, Esq.,	Commissioner
BRIG.-GENERAL T. L. TREMBLAY,	Chief Engineer and General Manager
CHARLES SMITH, K.C.,	Secretary-Treasurer
H. E. HUESTIS,	Assistant Engineer
W. R. RUSSELL,	Assistant Engineer
CAPT. AMBROSE LANDRY,	Harbour Master
CAPT. THOS. McGOUGH,	Assistant Harbour Master
CAPT. EUGENE FORTIN,	Assistant Harbour Master
E. H. S. WOODSIDE,	Chief Accountant...
W. A. MOUNTAIN,	Cost Clerk and Chief Clerk Com- struction and Maintenance De- partment.
JOHN STAIN,	Cashier and Chief Clerk
LAURENT DARVEAU,	Assistant Cashier
H. PETERSON,	Elevator Superintendent
LOUIS FORTIN,	Traffic Manager...
G. H. BOURDON,	Purchasing Agent
A. LETELLIER,	Wharfinger..
J. J. O'FLAHERTY,	Chief of Publicity Department
M. P. SHIELDS,	General Foreman....



View showing part of the Harbour of Quebec, with H. M. S. "HOOD", (41,200 tons).

QUEBEC HARBOUR FACILITIES

The facilities available at Quebec, may be summarized as follows:—

Steamship Berths

In Wet Dock—6 berths of from 400 to 500 feet in length.

In Tidal Harbour—4 berths of from 400 to 500 feet in length.

Breakwater—4 berths of 500 feet in length, or 3 berths of 700 feet in length, or 2 berths of 1,100 feet in length.

Pointe-à-Carcy Wharves—4 berths: one ocean, two coasting and one bunkering.

River St. Charles Basin—7 berths of from 500 to 600 feet in length.

Depth of Water at Low Tide

Wet Dock—25 to 26 feet at low tide.

Tidal Harbour—24 to 30 feet at low tide.

Breakwater—Over 40 feet at low tide.

Pointe-à-Carcy Wharves—Opposite Shed 21: Ocean berth, over 40 feet at low tide.

River St. Charles—35 feet at low tide.

GRAIN ELEVATOR

One Fireproof Concrete Grain Elevator, with a capacity of 2,000,000 bushels, with Marine Tower, Conveyors and Grain Galleries; loading capacity, 60,000 bushels per hour. It has also a Grain Dryer, a "Richardson Separator" and a Bagging Shed.

FACILITIES AND EQUIPMENT FOR HANDLING CARGOES, ETC.

4 Locomotives for switching cars.

Railway lines to all ships berths and sheds.

One 50-ton Floating Crane.

Cars and scows for removing ships' ballast.

5 Locomotive Cranes, with a capacity up to 38 tons.

City Water, Electric Light and Power Installations.

GRAIN CARGOES

Loading capacity: 60,000 bushels per hour.

Unloading from vessels: 20,000 bushels per hour.

Unloading from cars: 100 cars per day.

Drying grain: 3,000 bushels per day.

Cleaning grain: 40,000 bushels per day.

Ships loading or unloading full grain cargoes are exempted from the payment of moorage and tonnage dues.

LANDING SHEDS

No.	Location	Size	Area
14	Crosswall.....	200 x 38	7,600 Square Feet
18	Breakwater.....	744 x 37 $\frac{1}{2}$	28,275 " "
19	Pte-à-Carcy.....	450 $\frac{1}{4}$ x 80 $\frac{1}{4}$	36,103 " "
20	"Montcalm".....	800 x 111	79,600 " "
22	Louise Embk.....	200 x 60	11,400 " "
25	Pier No. 1.....	557 $\frac{1}{2}$ x 80	43,000 " "
26	Pier No. 1.....	737 $\frac{1}{2}$ x 80	59,040 " "
27	Pier No. 1.....	955 x 80	77,280 " "
28	Bulkhead.....	776 x 75	58,200 " "
29	Bulkhead.....	1,000 x 102	102,000 " "

Combined space of all sheds: 502,498 feet of floor.
area.

CATTLE BERTH

500 feet of Shed 27 have been converted into a cattle resting, feeding and loading station.

COAL CAPACITY AND BUNKERING

(Anthracite and Bituminous)

Coal Companies have 5 towers for discharging and loading coal.

Bunkering is now done from barges and coal cars brought alongside the vessel.

FUEL OIL BUNKERING

The Commissioners have a Fuel Oil Pipe Line running from tanks on Louise Docks to berths 18, 25 and 26 at Breakwater and berths 27, 28 and 29 on St. Charles River front.

RAILWAY FACILITIES

The Quebec Harbour Commissioners have 16 miles of tracks on Docks for handling of freight. Shunting on Docks is done by Harbour Commission.

With the completion of the Quebec Bridge, the Docks are now accessible to all railways.

The Canadian Pacific Railway and the Canadian National Railways (Canadian Northern, National Transcontinental and Grand Trunk Railway) have their Quebec Terminals right within Quebec Harbour.

GRAVING DOCKS

The Harbour of Quebec possesses two Graving Docks: One 600 feet long by 62 feet wide at entrance; one (new) 1,150 feet long by 120 feet wide at entrance, capable of taking the largest vessels afloat, with workshops in connection capable of executing all required repairs.

COLD STORAGE PLANT

A modern Cold Storage Warehouse, of a capacity of 500,000 cubic feet, with Fish House and Power House are now in course of construction. This plant will be ready for operation in May, 1925. The Fish House will be thoroughly equipped for the freezing and storage of fish.

QUEBEC HARBOUR COMMISSIONERS

Quebec, February 15th, 1925.

The Honourable P. J. A. Cardin,
Minister of Marine & Fisheries,
Ottawa.

Sir,

In compliance with the requirements of the Act 62-63 Victoria, chapter 34, section 46, the Quebec Harbour Commissioners have the honour to submit herewith their annual report of operations for the year ended December 31st, 1924, embracing a full account of all the moneys by them received and disbursed, and describing the Harbour improvements made and under way, and in general, the movement of traffic during the year under review.

I have the honour to be,

Sir,

Yours respectfully,

W. GERARD POWER,
President.

QUEBEC HARBOUR COMMISSIONERS'

Report for the Year 1924

Quebec, February 15th, 1925.

To the Honourable P. J. A. Cardin,
Minister of Marine & Fisheries,
Ottawa.

Sir:—

The Quebec Harbour Commissioners have the honour to submit, as follows, their annual report for the year 1924.

The activities of the Port of Quebec, during the year under review, as to the number of ships and their tonnage, the volume of freight handled, and the net revenue over the operating expenditures, compare favorably with the figures for 1923, which had shown an improvement over the preceding years for the volume of business handled.

As pointed out in last year's report, the Commissioners, through their endeavours to promote a greater use of the facilities of our Port by vessels of a large draught, succeeded in concluding arrangements whereby Shed and Berth No. 29 were allotted to the Cunard Steamship Line for a number of years.

In making the above allotment, the Commissioners had disposed of the last deep water berth and landing shed in the Harbour and there remained no more space available for the accommodation of other large vessels wishing to trade to Quebec.

In order to meet this situation, and in view of the conditions that attended navigation on the St. Lawrence River, during last season, the Commissioners deemed it their duty to consider the question of increasing the facilities of our Port, and after giving this matter considerable study, and after conferring at length with the different Shipping interests concerned, they had general plans and estimates prepared for new Harbour developments of the water front of the River St. Lawrence along Champlain street, at Wolfe's Cove, for deep draught vessels.

These plans have received the unrestricted support and approval of these different interests who have agreed that the works were necessary and urgent.

A formal application was then made to the Canadian Parliament at its last session, through the Department of Marine and Fisheries, for a vote of \$10,000,000.00, to be spread over a number of years, to enable the Commissioners to proceed with the construction of these new facilities, and an appropriation of \$500,000.00, for preliminary works, was voted by Parliament for the fiscal year 1924-1925.

These preliminary works, consisting of surveys, soundings, borings, dredging, rock excavations, etc., were started in the fall of 1924, and were prosecuted with all possible despatch.

The annexed report of the Chief Engineer gives all the necessary details in this connection.

The following memorandum has been prepared, to be submitted to the Parliament of Canada, when the Commissioners' application for a vote of \$10,000,000.00 will again be considered during the present session.

"The Quebec Harbour Commissioners beg leave to submit the following memorandum in support of their application for a vote of Parliament of \$10,000,000.00, to be spread over a number of years, to enable them to construct, in the Harbour of Quebec, new facilities for the accommodation of vessels of a large draught.

THE ST. LAWRENCE RIVER ROUTE

For various reasons which it is unnecessary to enumerate, in view of the limited scope of the present memorandum, the St. Lawrence route has become more and more popular, in recent years, both for passenger and cargo vessels, and it is presently attracting the attention of the Shipping circles of the World, to a larger extent than it has, at any other period in its history.

This fact is amply substantiated amongst others, by the immense interest manifested, in recent years, in the St. Lawrence Waterway, by our American neighbours who have come to realize the unsurpassable advantages which it offers for the expansion of trade and shipping, and which cannot be equalled by their own means of transportation, by land and water.

The St. Lawrence river is one of the largest navigable inland waterways of the World. It is Canada's greatest asset.

It has been created by Nature, to be utilized to the best advantage of the Canadian people for the transportation of their products, from the very centre of their vast territory to the Sea.

The large resources of Canada in grain, manufactured goods, fisheries, mines and forests, and the dairy and other agricultural products, are such that unlimited possibilities are open before us to make our Country foremost in the Commerce of Nations, and, as a consequence, the question of transportation of these national products via Canadian sea-ports, should receive the most serious and sympathetic consideration by the representatives of the people and the Government which presides over the destinies of our Country.

The Port of Quebec, as well as the St. Lawrence route, have reached their turning point, and a stage in their history when it is imperative that full thought and consideration be given to the new problems which are now confronting them, and which demand a solution to their best advantage as well as in the interests of the community at large.

PORTS ON THE ST. LAWRENCE RIVER

Montreal and Quebec are the two most important ports on the St. Lawrence river. The former port, which is situated at the entrance to our Canal Navigation System, has, in recent years, handled a volume of business equal to its shipping facilities.

Still, a large proportion of Canada's shipping trade has taken the route to American sea-ports, and, to mention export grain alone, an average per year of over 100,000,000 bushels of this commodity has been railed, during the last decade, to ports of the United States over American railroads, to be shipped on American bottoms.

Statistics will bear out the fact that there is more than enough trade, originating in Canada, to keep both ports busy to capacity, without interfering with one another's prosperity.

Montreal being at the head of navigation for vessels of a certain draught, it was found profitable, in the past and in recent years, for this class of steamers to frequent her port.

The fact, however, must be borne in mind, that vessels of over 16,000 tons cannot proceed up the river above Quebec.

The tendency of modern naval construction, in recent years, has been towards an increase, both in the draught and the length of hulls. It has been found that a ship of deeper draught is less expensive to operate, on a long sea voyage, than a number of smaller vessels carrying each a proportion of her quota of passengers and cargo.

The operating expenses, fuel, stores, wages, victualling of crews, pilotage, management, etc., are items which have been, the subject of much study by experts in the shipping business and, the experience acquired from the operation of smaller vessels, built during the last ten years by the different nations of the world, has been the decisive factor towards a new departure in naval construction.

It appears that for a combined cargo and passenger modern steamer, the average tonnage varies between 18,000 and 25,000 tons operating between big centres.

PROPOSED NEW TERMINALS

The plan submitted by the Quebec Harbour Commissioners provides for the gradual development of the river frontage of the City proper, West of Champlain Market property to Pointe à Puizeau, (Sillery), a distance of one and three quarter miles.

The general plan above referred to has been divided into sections which can be built independently, whenever necessitated by the requirements of the trade.

The first section for which a vote of \$10,000,000.00 is now applied for, covers the requirements which are presently considered necessary.

It consists of a wharf starting 300 feet from the Southern corner of the Car Ferry Wharf of the National Transcontinental Railway, for a distance of 4,300 feet; together with a Pier, 1,800 feet long, starting at the end of the 4,300 feet, and projecting at right angle towards the centre of the River St. Lawrence.

It provides deep water berths, (40 feet below low water) for 4 of the largest types of vessels, with 2 additional deep water berths each 600 feet in length, as well as one berth for Lake vessels carrying grain.



Bird's-eye view of Quebec Harbour, showing the general plan of the proposed new Harbour developments at Wolfe's Cove, the first section of which is intended to be constructed.

All necessary sheds, elevator facilities, berths, handling appliances, roadways, rail, water and lighting services, as well as oil, coal and other facilities are also provided for.

The location of these new developments has been selected with the utmost care, and after an exhaustive study of all the sites in the Harbor.

Messrs. Coode, Fitzmaurice & Wilson, London Experts in Port construction, who made in 1914 a comprehensive study of our Harbour, have also selected this site as the most favourable one to be developed when extensions in the Port were contemplated.

It has been approved without reserve by all the Steamships interests.

It is situated on the line of the Transcontinental Railway running from the Quebec Bridge to Champlain Market, and the Canadian National Railways and the Canadian Pacific Railway have agreed on a working agreement whereby the Canadian Pacific Railway will also have an easy access to the wharves.

All the beach lots and ground required by these new developments are owned by the Canadian Government and the Canadian National Railways, which is a distinct advantage.

The present project needs no stronger justification, we believe, than the endorsement of the Shipping Federation of Canada, which is a recognized authority in the matter, as embodied in the following resolution adopted on March 29th, 1924:

“To the RIGHT HONOURABLE WILLIAM LYONS MACKENZIE KING, C.M.G., M.A., LL.D., Prime Minister, Secretary of State for External Affairs and President of the Privy Council.”

“The Memorial of the Shipping Federation of Canada, “incorporated by Act of Parliament of the Dominion of Canada, who own or represent 977,799 gross tons of ocean and coasting shipping trading to the St. Lawrence route, with a “capital investment of many millions of dollars, a considerable “portion of which is for Canadian account.

“1.—*Whereas* the accommodation at the port of Quebec
“for the larger class of vessels is entirely inadequate, and the
“draft of water available will not permit using ports above
“Quebec, and

“2.—*Whereas* the berths available for ocean going vessels
“at the port of Quebec are now all allotted for the coming season
“of navigation and accommodation is unavailable for any other
“vessels which may desire to trade to Quebec, and

“3.—*Whereas* at the present time a large Passenger Liner
“Company is seeking accommodation for its vessels at the Port
“of Quebec and none is available, and

“4.—*Whereas* fully two-thirds of passengers and cargo
“arriving at the port of Quebec is destined to other provinces
“in the Dominion, and

“5.—*Whereas* the St. Lawrence route is the principal artery
“of the trade and commerce of the Dominion, and any trade
“diverted to ports to the south of us through failure to provide
“adequate accommodation would be a national loss, and

“6.—*Whereas* the Government have already spent large
“sums of money in improving our aids to navigation, and the
“increased trade which has resulted therefrom during the past
“twenty years has fully compensated the Country for the
“expenditures made, and

7.—*Whereas* the travelling public prefer to go direct to or
“from their homeland or their intended protracted sojourn
“without passing through foreign territory, and

“8.—*Whereas* your Memorialists have had submitted to
“them by the Quebec Harbour Commissioners a general plan
“providing for the present and future requirements of the Port
“of Quebec, which has received the unanimous endorsement of
“your Memorialists, and

“9.—*Whereas* your Memorialists feel reluctant in recom-
“mending this plan to the Government at such a time of finan-
“cial stringency, but, nevertheless, are strongly of the opinion
“that unless Canadian routes are developed to the fullest ex-
“tent possible, there is danger of Canada losing trade to com-
“peting ports to the South of us, where immense sums of money
“are being expended annually in providing modern ocean ter-
“minal facilities.

“*Wherefore* your Memorialists are of the opinion that an
“appropriation should be granted to the Quebec Harbour
“Commissioners to enable them to commence this national
“work, as it may be pointed out that the *matter is urgent*

“when it is considered that it will take five years before any of the additional berths can be provided for the use of ocean traffic. Furthermore, your Memorialists have the greatest confidence in the present Board of Harbour Commissioners and feel that any money voted by the Government will be judiciously spent in providing accommodation for the present and future needs of the Port of Quebec.

“The whole most respectfully submitted.

“(Sgd) WILLIAM I. GEAR,
“Chairman.

“(Sgd) THOMAS ROBB,
“Secretary.”

“Montreal, March 29th 1924.”

THE PORT OF QUEBEC

The Port of Quebec is one of the largest inland deepwater ocean Harbours in the World, endowed by Nature with every facility for easy development and equipment for the accommodation of deep draught vessels. Its Harbour is 15 miles long, extending on both sides of the river, the depth of water averaging, in the centre of the channel, from 80 to 190 feet at low tide.

It is accessible from the sea, at any stages of the tide, to any steamers afloat.

Its present facilities have been used, in the past, mostly for the landing of immigrants who come in very large numbers every year, averaging in the vicinity of 100,000.

The port has also been used as a coal distributing centre and for the shipping of lumber and timber, as also for grain shipments; quite recently, it has been equipped with up to date resting, feeding and shipping facilities for the export of cattle, which have been pronounced, by cattle shippers, as unequalled on the Continent.

A Cold Storage Plant of the most modern type, of a capacity of over 500,000 cubic feet, and a Fish House, capable of storing over one million pounds of fish, are now nearing completion, and will be ready for operation at the end of March, this year.

The object, in building this Cold Storage Plant, was to take care of the immense volume of dairy products, manufactured in the districts tributary to our Port, extending from Quebec to and including the Lake St. John district, on the North Shore of the St. Lawrence River, and to Gaspé on the South Shore.

It was also built to take care of the products of and to develop the fisheries of the St. Lawrence River and Gulf, which are amongst the most extensive and the richest fisheries in the world.

The building of this Cold Storage Warehouse will remove one of the principal obstacles which prevented steamers from making a greater use of our Port.

With facilities for perishable goods, grain, cattle, and packet freight, it will be possible for steamers to load at our Port combined cargoes which were not obtainable in the past.

The Port of Quebec is so situated, geographically, that the distance from that City to Liverpool is 500 miles shorter than from New York to the latter Port.

This considerable advantage is a factor which owners of large steamers have come to realize.

Steamers using the St. Lawrence route are only four days at sea, and the saving in time as compared with the United States Atlantic Sea-ports is such that passengers can be landed much sooner, and reach their destination in Western Canada and the American Middle West about two days earlier than they would by following the other route.

This is also applicable to mails, express goods and the other freight.

The large "Empress" Steamers and other vessels of the Canadian Pacific Steamships Ltd., which, according to their length and tonnage, cannot proceed farther up the river, have already made Quebec their Terminal port.

By the allotment, in 1924, of Berth No. 29, to the Cunard Line, for a number of years, the Quebec Harbour Commissioners have allotted the last available deep water berth and landing shed, and when other anticipated applications are received for the berthing of large vessels (liners or cargo boats), there is presently no more space available for their accommodation.

It must not be forgotten that the shipping trade always follows the channels of least resistance, and vessels will only call at ports where facilities are provided to accommodate them.

CANADA'S GRAIN TRANSPORT

The Toronto Globe published, on November 1st, 1924, under the above heading, an article of which the following are extracts:

"Montreal is and has always been the commercial capital of Canada. There is every reason to believe that it will continue to hold that position. The deepening of the St. Lawrence to permit large ocean vessels to reach Montreal was in the interests of Canada, because it permitted cheaper carriage of goods by ocean vessels, both import and export, to and from the nearest possible point of our greatest production and consumption. But when a time has arrived that the ocean vessels that we need to carry our grain will not come to Montreal in sufficient numbers to do our work, we must do the next best thing, whatever that may be.

"So long as the grain production of Canada for export was no greater in volume than made it a desirable adjunct of the general overseas carrying trade of the country, the Port of Montreal, as at present equipped, offered all necessary facilities. But the increase of grain production has overtaken that condition as the official report for 1922 amply shows. That the situation is seriously worse in 1924 than it was in the two previous seasons, the published facts as to the congestion in Montreal amply prove. The fact is that the increase in volume of wheat for export has changed that commodity from the position of an adjunct of our general traffic to the position of being the most important feature in our export traffic. From being an important and desirable feature of a two-way traffic, by reason of increase in volume it has become the great feature of a one-way traffic. The processes of that change have been ignored by our transportation interests, with the result that even in 1922 the carrying charges on the bulk of our wheat export were lost to Canada, and all control over the preservation of the quality of that part of our chief export product was also lost. From now forward, and until conditions change, export wheat must be considered in the main as a one-way freight so far as Canadian ports are concerned, and transportation arrangements must be adjusted accordingly if we are to handle the trade.

MEET THE OCEAN CARRIER

“So long as the ocean carrier brought an inward cargo and took an outward cargo of other commodities as well as wheat she could afford to come to Montreal. But apparently she will not come to Montreal for wheat alone, or, if she comes, will only do so for rates that are unduly restrictive and burdensome. If we are to have our wheat carried overseas by the Canadian route, we must place it at the ocean port most convenient for ocean vessels of all classes to reach. This means a big change in methods, but there is no other way to retain the trade for Canada. The only alternative is to lose the carrying costs on, as well as the control of our own wheat from Fort William eastward, practically constituting Fort William our port of export. In the 26 days from April 17th to May 13th of this year, 44 million bushels of wheat left Fort William and Port Arthur by Lake boats. Of this amount, 3 millions went to Montreal by the Canadian Lake and Canal route, 15 millions went to Georgian Bay ports, and 26 millions went to Buffalo. That was before the congestion at Montreal occurred. The difference against Canada is probably much greater since.

QUEBEC, CANADA'S TIDEWATER PORT

“The Canadian Atlantic Port (exclusive of those on Hudson Bay) nearest to our chief producing areas, and at the same time having an assured depth of water sufficient to float the largest vessels, is QUEBEC. It is on the St. Lawrence, but near enough the sea to be on tidewater. If our Western grain were delivered at Quebec, either by boat through the canals or by rail, its prompt transfer across the ocean could never be hindered by low water in the artificially deepened channel of the St. Lawrence, no matter how much of the St. Lawrence water was drained off to the Mississippi by way of Chicago. Being 170 miles nearer the open ocean than Montreal, it would be in that much better position to attract the tramp steamers upon which Montreal apparently rests its hope of salvation from recent or possibly still present conditions. The fact that the larger liners already and for years past have made Quebec their Canadian terminus is evidence of the advantage it has over Montreal when only export traffic is being considered.”

Since the above article was written, statistics covering the movement of the Canadian grain crop, during last season, have been published by the *Canadian Milling and Grain Journal*, of Montreal, in its issue of February 1st 1925, as follows:

“WINNIPEG.—Because of the disposition of Canadian water transportation Companies to use their monopoly to bleed the traffic, about one-half of the Canadian wheat crop continues to find its way to the Atlantic seaboard through United States territory. The following figures show the movement for this season's crop:

	November	Three months ending Nov. 30th
“Wheat:	(bushels)	(bushels)
“Total Exports.....	26,982,261	59,722,363
“Via U. S. Ports.....	13,763,235	27,010,690
“Flour:	(barrels)	(barrels)
“Total Exports.....	905,336	3,643,460
“Via U. S. Ports.....	342,449	1,651,830
“Barley:	(bushels)	(bushels)
“Total Exports.....	6,482,614	11,779,429
“Via U. S. Ports.....	4,741,652	8,230,724
“Oats:	(bushels)	(bushels)
“Total Exports.....	2,381,850	8,834,316
“Via U. S. Ports.....	1,230,607	2,909,639

“The loss in revenue to Canadian trade is tremendous. It costs 20 cts. a bushel to ship Canadian wheat from Fort William to Liverpool. Thus \$5,400,000.00 was lost to Canada in freights alone on three months' exports. This is only on wheat and does not take into account the tolls on wheat flour, oats and barley. This is the case in a year when the yield of wheat in Canada went under 300,000,000 bushels. The figures for 1923 show 100 per cent increase. The shipments in 1923 during the three months period were 57,846,369 bushels, which at 20 cts. a bushel means a loss in revenue of \$11,569,273.”

The above figures reveal an appalling state of affairs which is very detrimental to our National prosperity, and which every Canadian citizen is directly interested in having remedied. The Canadian Ports, it must not be forgotten, are entitled by

right to handle the immense traffic originating in our Country, in preference to, and to the exclusion of Foreign Ports. To attain this end, the adequate equipment of our National Ports and the re-adjustment of Freight rates are necessary.

RE-ADJUSTMENT OF RATES

From many parts in Canada, protests are recorded daily, through the columns of the Press, of high and discriminatory rates, and the day has arrived when the whole structure of rate-making has to be revised. In this respect, the Port of Quebec is suffering as such, if not more, having in view its geographical situation, than any other City possessing a Port.

The Railway Companies charge more to haul traffic originating in Ontario and the Western Provinces to Quebec than they do to Montreal, claiming that they must be paid for the longer haul; while, on the other hand, the Steamship Companies charge the same rate on goods loaded at Quebec or Montreal, with the net result that on the through rate, Quebec is handicapped by the differential claimed by the Railway Companies, although the total mileage is the same. So, it is obviously a discriminatory situation which has to be remedied.

The National Transcontinental Railway, which brings Quebec closer to Winnipeg than Montreal, was built with the object in view of linking the West with the East, and opening a new route to facilitate trade between the Western Provinces and the European markets, with Quebec as its summer Eastern Terminus.

This Railway line, although completed since many years, has not been utilized to any material extent. A day will come, soon we hope, when this road built at a high cost, will have to be utilized to meet the requirements of a growing trade.

Quebec being the summer terminus of the principal trunk lines serving our Country, possessing one of the best natural Harbours in America, with plenty of water to the ocean, THE PROPERTY OF THE RATEPAYERS OF CANADA, will, we are confident, be placed in a position to accommodate a much greater fleet of vessels of a large tonnage entering the St. Lawrence River.

Our Port has, for many years, been handicapped by the lack of adequate facilities and discriminatory rates by the Carriers. The Government, by extending the Port at Wolfe's Cove Terminals, will take the proper steps to remedy one of the difficulties.

The question of adjusting the railway rates on export goods will also receive from the Government, we hope, the consideration which the citizens of Quebec are entitled to.

In so doing, the Government will place the National Port of Quebec in a position to handle its share of trade, on equal basis with Montreal, as both Ports are required to handle the traffic of the St. Lawrence route to their mutual advantage, and without interfering with one another's prosperity.

In conclusion, we beg respectfully to submit that the expectations for a considerably increased business at Quebec and a greater use of the St. Lawrence route by vessels of a large draught are well borne out by the conditions which attended navigation on the river during last season, and also by the fact that the interested parties, including the Shipping Federation of Canada and the Canadian Pacific Steamships Ltd., who have been made familiar with our plans for new Harbour developments, have agreed that these improvements were necessary, and are giving our present application their unrestricted support.

This project, we believe, needs no greater justification than the endorsement of these different interests, as it is for their utility and the needs of their increasing trade that these works are intended to be constructed.

The Canadian Pacific Railway and the Canadian National Railways, whose prosperity is so closely connected with that of our Canadian sea-ports, have also approved of these new Harbour developments at Quebec.

If vessels of the largest type are to be encouraged in coming up the St. Lawrence river, which will mean ample benefits and increased prosperity to our district and country, and to the National Port of Quebec, we respectfully submit that no time should be lost in providing facilities for these large vessels. Otherwise, the immense volume of business originating in Canada will continue to take, for a very large portion, the route of American sea-ports, through American Railways, thereby conflicting with the Canadian policy of "Canadian trade via Canadian routes".

February 1925.

THE QUEBEC HARBOUR COMMISSIONERS."

COLD STORAGE PLANT

On June 14th 1924, the official ceremony of the laying of the Corner Stone of the Commissioners' Cold Storage Warehouse, took place on the site of these new works, on Dalhousie street.

The Corner Stone was laid by the Honourable Ernest Lapointe, Minister of Justice, and former Minister of Marine and Fisheries, under whose administration these new works were undertaken.

These buildings will be ready for operation at the end of April 1925.

CONSTRUCTION AND MAINTENANCE WORKS

The annexed Chief Engineer's report contains information regarding all matters coming under his supervision in connection with the Harbour works in general, and the various additions, alterations and repairs made to the Commissioners' properties during the year.

REVENUE AND TRAFFIC IN 1924

The activities of the different Departments of the Commission in 1924, as compared with the year 1923, are summarized as follows:

REVENUE

Revenue in 1924.....	\$	568,627 77
Revenue in 1923.....		407,116 31
		<hr/>
Increase in 1924.....	\$	161,511 46

OPERATING EXPENDITURE

Expenditure in 1924.....	\$	397,078 18
Expenditure in 1923.....		379,826 37
		<hr/>
Increase in 1924.....	\$	17,251 81



Bird's-eye view of Quebec Harbour, showing the present facilities, and on the left side, the first section of the proposed new harbour developments at Wolfe's Cove.

The surplus of Revenue over Operating Expenditures for 1924, has been \$171,549.59.

MOVEMENT OF VESSELS (Ocean and Coasting)

Inwards (From Sea and Great Lakes)		Outwards (From Montreal stopping at Quebec) Ocean bound.	
1924.....	668 vessels	1923.....	98 vessels
1923.....	522 “	1924.....	86 “
Increase in 1924.....		Decrease in 1924.....	
		12 “	
Total tonnage 1923.....		2,888,546 tons	
Total tonnage 1924.....		2,460,311 tons Reg.	

RAILWAY TRAFFIC DEPARTMENT

Cars handled in 1924.....	29,548 cars
Cars handled in 1923.....	28,232 “
Increase in 1924.....	1,316 cars

GRAIN ELEVATOR

Grain received in 1923.....	5,679,277 bushels
Grain received in 1924.....	5,265,829 “
Decrease in 1924.....	413,448 bushels
Grain delivered in 1923.....	5,618,679 bushels
Grain delivered in 1924.....	4,540,616 “
Decrease in 1924.....	1,078,063 bushels

There remained in the Elevator at December 31st 1924: 1,066,846 bushels.

IMPORTS AND EXPORTS (Ocean and Coasting Vessels)

Imports

	1923	1924
Grain received	170,378 tons	157,975 tons
Coal.....	345,875 "	246,227 "
Fuel Oil.....	41,651 "	90,027 "
Other cargo.....	86,008 "	100,385 "
	<hr/>	<hr/>
	643,912 tons	594,614 tons
Lumber and timber.....		2,876,504 f. b. m.

Exports

	1923	1924
Grain delivered.....	168,250 tons	136,218 tons
Other Cargo	52,573 tons	69,566 tons
Lumber and Timber..	16,578,837 F. B. M.	10,472,012 F. B. M.
Cattle.....	5,046 heads	1,505 heads

IMMIGRANTS

Landed in 1923.....	71,290	Landed in 1924.....	66,981
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On January 31st, 1924, the Honourable Ernest Lapointe, Minister of Marine & Fisheries, was appointed as Minister of Justice, and was replaced, at the head of his former Department, by the Honourable P. J. A. Cardin.

The Commissioners, on that occasion, expressed their congratulations to both Ministers, and conveyed to the retiring Minister of Marine their full appreciation of his unfailing support and co-operation with the Commissioners in their efforts towards providing the Port of Quebec with adequate facilities and placing it on a sound commercial basis.

VISIT OF WARSHIPS

On the 20th. of August 1924, the Special Service Squadron of the British Fleet, consisting of the H.M.S. "HOOD", H.M.S. "REPULSE", and H.M.S. "ADELAIDE", under command of Vice-Admiral Sir Frederick L. Field, K. C. B., C. M. G., visited the Port of Quebec on their way back to England, after touring the World.

The H.M.S. "HOOD", 41,200 tons, which is the largest and mightiest battleship of the whole British Navy, was easily accommodated in the Port of Quebec.

The officers and men of the fleet were entertained by the Commissioners and the different public bodies in the City, during their stay in Quebec, which lasted until September 2nd.

The British Atlantic and West Indies Squadron, composed of the H.M.S. "CALCUTTA", H.M.S. "CAPE TOWN", and H.M.S. "WISTARIA", under Admiral Sir William Ferguson, visited the Port on September 4th. The Squadron left Quebec on September 24th.

On September 7th., the French Light Cruisers of the French North Atlantic Squadron "REGULUS" and "VILLE D'YS" arrived in Port on their annual visiting tour, under Commander H. Huau, and left for sea on the 15th, of September.

On the occasion of these visits, special entertainments were arranged for the officers and men of these warships.

To this report are annexed the various statements and reports containing the information yearly forwarded to your Department in connection with the Harbour, and also a complete statement of the Commissioners' accounts for the year 1924.

I have the honour to be,

Sir,

Your obedient servant,

CHARLES SMITH,
Secretary-Treasurer.

CHIEF ENGINEER'S REPORT

Quebec, January 3rd, 1925

Mr. CHARLES SMITH,
Secretary-Treasurer,
Quebec Harbour Commission.

Dear Sir:

I have the honour to submit the following Annual Report for 1924 covering the Works of new Construction and Improvements in the Port of Quebec.

The more important works of construction carried on during 1924 have been the erection of a modern Cold Storage Warehouse and Fish Freezing Plant; the completion of the necessary dredging for a turning basin of 1500 feet diameter in the estuary of the St. Charles River and the widening of the channel; the installation of an independent Fire Protection Service on the Louise Docks and the preliminary work in connection with the development of Wolfe's Cove Terminals.

Dredging: The Commissioners Dredge No. 2 was operated in the estuary of the St. Charles River from May 6th to September 13th, completing a turning basin of 1500 feet diameter to a depth of 35 feet below Low Water, widening the entrance channel to a minimum width of 800 feet and sweeping berths Nos. 28, 29 and Oil Berth. This dredge was also operated at the site of the Wolfe's Cove Terminals in the Fall as a test to ascertain the kind of materials to be encountered at this location.

The quantity of sand and boulders removed from the St. Charles River amounted to 450,040 cubic yards and from Wolfe's Cove Terminals 101,080 cubic yards, making a total of 551,120 cubic yards excavated during the season, averaging 3,827 cubic yards per day operated. The maximum quantity dredged during one day being 7,640 cubic yards.

Cold Storage Plant:—The construction of the Cold Storage Warehouse and Fish Plant which was started last year is nearly completed and will be ready for operation when required next Spring.

The Main Cold Storage Building will have rooms with temperatures ranging down to zero degrees Fahrenheit, and

will be equipped with all modern appliances for the handling and storage of perishable food products.

The original design of the Fish House has been increased by two stories, which more than doubles its storage capacity, and two Fish Freezers of the Brine Spray type are being installed. Provision is also being made for the storage of poultry, game etc. The Fish House is so located as to be easy of access by rail and water.

The erection of the Power House is completed and the Ammonia Compressors, Receivers, Condensers and Pumps are being installed and will be ready for test early next year. The installation of a third condenser and cooler has been found necessary due to the two extra stories added to the Fish House, the Fish Freezer, and the additional refrigerated space provided in the Main Warehouse. The piping of the Coolers and Condensers has been so arranged that all are interchangeable.

Fire Protection Service:—The installation of an independent Fire Protection system consisting of a 12" water main laid the whole length of the Docks to be fed by a motor-driven centrifugal pump has been undertaken and will be ready for operation next Season. This system will be used as an auxiliary to the City water mains already in service on the Commissioners' property.

The pump will be capable of delivering 2,000 gallons per minute, sufficient to supply seven streams in case of fire. Eighteen hydrants will be placed in the most advantageous location for the protection of the Commissioners' property. The water for this service will be pumped from the Inner Basin, the pump being so located as to obtain water at any stage of the tide, and can be immediately placed in operation when required.

The Tug "Becancour" recently acquired by the Commissioners, is being equipped with fire pumps and fire fighting apparatus capable of delivering 1,500 gallons per minute with six hose lines.

Additional fire alarm boxes are also being installed in the various sheds, and watchmen's signal boxes installed and connected with a central service station which will insure more efficient patrolling of the various sheds and property.

Light and Power Supply:—The taking over of the light and power distribution lines on the Commissioners property

from the Quebec Power Company is practically complete and can be put in operation as soon as the Company has completed its main line and switches.

The necessity of obtaining power for the operation of the Cold Storage machinery, and the high cost of operation of the Commissioners Power Plant, due to irregularity and intermittence of service, have been the main reasons for the purchasing of electric power in bulk. The present steam plant will be retained for use in emergency.

Three 750 KVA oil-cooled transformers on concrete bases have been installed near the Power House and will step down the electric power received from the Quebec Power Company at 2,200 volts to 550 volts for the operation of the electric motors in the grain elevator. Smaller transformers are also provided for the current required for the lighting of the various sheds, buildings, etc. The road lights will remain as they are at present of the series type, having a special transformer and panel for this service. Arrangements have been made for future extensions when found necessary.

The agreement made with the Quebec Power Company will give the Commissioners, at a low rate, all the electricity they require to light their property and buildings and the power to run their motors.

Wolfe's Cove Terminals:--The preliminary work in connection with the Wolfe's Cove Terminals consisting of surveying, sounding, boring, dredging, rock excavation and quarrying was started on October 1st and has been vigorously prosecuted.

The survey work consisted in establishing a carefully measured base line to which all measurements are referred; establishing the line of the Quay Wall, a line for the collecting sewer; detailed measurements of rock cuts, quarry, etc.

Lines of soundings have been taken from low water to the 40-foot water line along most of the front and will be completed this Winter.

Borings were taken along the Quay Wall line, the inshore line of the first Pier and at other places to establish the level of the underlying rock and the thickness of the various strata of sand, clay, gravel and other materials lying between low water and the rock base. A total of 2,600 feet of borings was completed before the ice forced the discontinuance of the work. A sufficient amount of work was done to thoroughly explore the ground.

The dredge was employed in experimental work to ascertain her capability of handling the material encountered and was found perfectly capable of handling all the materials satisfactorily. A total quantity of 101,000 cubic yards (scow measure) was excavated.

Rock excavation is being carried on at three points in order to widen and straighten the road on the western boundary of the Works, and provide entrance to the storage yard in Wolfe's Cove.

The Quarry at Victoria Cove has been re-opened and rock is being excavated for use in the filling of the large cribs when sunk in place. A steam drill plant consisting of boiler, piping, drills, smith-shop, etc., has been erected for this work.

A suitable building in close proximity to the Works has been purchased and re-fitted to accommodate the Engineering and Clerical staff. This building is practically ready for occupation. Sheds, stores, and temporary offices have been erected close to all the principal works.

Plans of surveys, borings, soundings, dredging, rock excavation, etc., are in course of preparation. A large force of men are employed at the Wolfe's Cove Terminal works which will be continued all Winter.

Berth No. 29 Alterations:—In order to accommodate the vessels of the Cunard Steamship Lines offices have been provided for the Company and for the Canadian National Railways in Shed No. 29, as well as travelling passenger and freight gangways. An overhead passage-way has been constructed linking Shed 29 and with Shed 28, leading to the Immigration Building. Berth No. 29 was mainly utilized during the past season by the steamers *CARMANIA* and *CARONIA*.

Indian Cove:—The work of rebuilding the Long Wharf which has been carried on for some time has been practically completed during the past year and this Wharf is in good condition, with the exception of flooring.

Railway Electrification: A portion of the main line and some sidings at the West End of the Louise Docks were electrified by the Quebec Power Company to allow the entrance of their electric locomotives on the Commissioners property for shunting purposes.

Oil Pipe Lines:—A fuel oil pipe line has been laid to berth No. 29 from the Oil Storage Tanks at the Western End of the Louise Docks and has been connected with the existing pipe line at Berth 28. This pipe line furnished the fuel to the oil burning steamers “Carmania” and “Caronia” at this berth during the past season.

Shed No. 21:—A fire of unknown origin destroyed this Shed and its contents on July 21st last. The berth has since been used for unloading timber and several large cargoes have been handled before the close of navigation.

Re-arrangement of Railway Lines:—The Commissioners Railway Lines south of Cross-Wall Bridge have been re-arranged due to the discontinuance of the use of the Car-ferry berth and the erection of the Cold Storage Plant. The present arrangement eliminates the use of nine diamonds with its consequent heavy replacing expense, only one being necessary in the new layout.

Two tracks have been placed to serve the Main Warehouse of the Cold Storage Plant and one track extended to the Fish Freezing Plant. The new track layout also offers better facilities in the handling of cars destined to the local merchants.

Tug “Becancour”:—The Tug “Becancour” recently acquired by the Commissioners for general service is being overhauled and put in condition for next season’s work.

Plans are being made for the installation of an electric lighting equipment and fire fighting pumps with necessary fittings, etc.

General Improvements:—Works of minor importance carried out during the past year were as follows:

A concrete roadway from Sheds Nos. 18 and 26 to Immigration Building was laid.

The construction of one 8’ diameter and 3’ diameter fenders for use at berths No. 29 and Pier No. 1.

The renewal of a section of the wharf in Custom House Pond from Low Water mark up to coping level.

The dredging of coal berth at East India Wharf to 14 feet at Low Water by the Commissioners’ Clam Dredge.

The Commissioners plant has been maintained in good working order.



One of the rooms (50' x 100') of the Quebec Harbour Commissioners Cold Storage Warehouse.

The Cross-Wall Bridge was operated for the first time the past season on April 9th and for the last time on December 24th.

The water was retained in the Wet Dock for the first time the past season on May 2nd and for the last time of December 5th.

I have the honour to be,

Yours very sincerely,

T. L. TREMBLAY,
Chief Engineer.

HARBOUR MASTER'S REPORT

Quebec, December 31st., 1924.

CHARLES SMITH, Esq., K.C.,
Secretary-Treasurer,
Quebec Harbour Commission,
QUEBEC.

Sir:—

I have the honour to submit the following report for the year 1924.

January 31st, C. G. S. Ice-Breaker "Mikula", left Quebec for Seven Islands, and Ellis Bay, Anticosti.

February 7th, at 10.30 a.m. the ice jammed in the river from Quebec Bridge to Lauzon Point. Quebec & Levis Ferry Boat Service interrupted during the day. At 6.30 p.m. ice bridge carried away with strong flood tide. Nine persons, that had ventured on the ice to cross over to Levis were carried away, and rescued at 9.30 p.m. at St. Romuald.

February 9th at 5.30 p.m. C. G. S. "Mikula" arrived from Lower St. Lawrence. Captain reported a great quantity of drifting ice, from Seven Islands to Quebec.

February 10th, the Ice-Breakers "Mikula" and "Lady Grey" left at 7.00 a.m. bound up river, and returned to Port at 7.50 p.m.. From February 11th to February 29th both Ice-Breakers employed in clearing the ice from Grondines and below.

March 11th, the Yatch "Bikira" came from St. Laurent, I. O.

March 12th the Ice-Bridge between the Island of Orleans and Beauport Banks, breaking away fast. and considered unsafe for traffic.

March 17th the SS. "Guide" owned by the Bradore Bay Company, left at 4.00 a.m. for North Shore and Gulf Ports, with general cargo and passengers.

March 18th the C. G. S. "Lady Grey", left for Grosse-Ile and at 5.00 p.m. returned to Port.

March 26th the SS. "Guide" arrived from Natasquan North Shore, being the 1st arrival of the season this year.

March 27th the SS. "Gaspesia", of the Clarke Steamship Co., left for North Shore. Great quantity of broken and drifting ice was observed, in the river since March 24th.

March 30th the Schooner "Amédée B." Capt. A. Caron arrived from Tadoussac, being the first sailing vessel to arrive this season.

April 10th the Draw-Bridge opened for the first time this season. Tug "Fraserville" employed in breaking the ice in the Inner Louise Basin.

April 12th the C. G. S. "Druid" left to place the buoys down the River. Drifting Ice and broken floes.

April 14th, Inner and Outer Louise Basins clear of all ice.

April 17th, the SS. "Airedale" arrived from Sydney, C.B. First arrival from that Port this season.

April 25th, the SS. "Quebec" of the Canada Steamship Line, arrived in Port from Montreal, being the first vessel to arrive from that Port, this season.

April 26th, the SS. "Minnedosa" of the Canadian Pacific Ocean Service, arrived in Port, from Liverpool, being the first passenger liner to arrive in Port this season.

April 26th, the SS. "Carmania" of the Cunard Line, arrived in Port from Liverpool, with passengers and mail; first Transatlantic Liner, to land passengers at No. 29 shed.

May 8th, the SS. "Orca" of the Royal Mail Steam Packet, arrived in Port, being the first transatlantic Liner of that Company to land passengers at this Port. The SS. "Orca" was

also the first Transatlantic Liner to navigate the North Channel, Inward Bound.

June 26th, the H. M. S. "Valerian" and "Patriot", arrived at Quebec, and remained in Port until July 7th, on which date they left for Saguenay.

July 6th, C. G. S. "Arctic" left Port for Northern Cruise.

July 11th, the SS. "Empress of France" of the Canadian Pacific Ocean Service, arrived in Port, from Hamburg, covering the distance from this latter Port to Quebec in six days and eight hours, thus establishing the fastest record in the Canadian Transatlantic Service, up to this date.

August 8th, the Honourable P. J. A Cardin, Minister of Marine and Fisheries, in company with Honourable E. La-pointe, Minister of Justice, and Honourable H. S. Béland, Minister of the Soldiers Civil Re-establishment, visited this Port, on board the C. G. S. "Lady Grey."

August 20th, at 1.30 p.m. His Majesty's special Squadron, composed of H. M. S. Flag Ship "Hood", H. M. S. "Repulse" and H. M. S. "Adélaïde", on World Tour, arrived in Port from Halifax N.S. Vice-Admiral Sir Frederick Field in command. The H. M. S. "Hood" is the largest and mightiest Battle Ship of the British Navy, being superior to and excelling in gunnery all other Ships of her type, in all the Navies of the World.

September 2nd, His Majesty's Special Squadron left Port for Conception Bay, Newfoundland.

September 4th, H. M. S. of the Atlantic and the British West-Indian Squadron, visited this Port. The Squadron was composed, of the H. M. S. Flag Ship "Calcutta," H. M. S. "Capetown," and H. M. S. "Wistaria." Admiral Sir William Ferguson in command.

September 7th, the French Light Cruisers, of the French North Atlantic Squadron, "Regulus," and "Ville D'Ys," came into Port, on their annual visiting Tour, Commander H. Huau of the French Navy in command.

September 14th, the French Squadron left for sea.

September 24th, the H. M. S. "Calcutta" and H. M. S. "Wistaria," left for Montreal. The H. M. S. "Capetown" left for sea.

September 24th, C. G. S. "Arctic", arrived from Northern Cruise.

October 2nd, the Flag Ship H. M. S. "Calcutta" of the Atlantic and West-Indies Squadron, arrived from Montreal.

October 4th, proceeded to sea.

November 19th, the SS. "Empress of Scotland" left Port for Southampton, being the last passenger Liner to leave Port this year.

November 19th, the Tug "Bécancour", for the Harbour Commissioners, arrived from Halifax, N.S. The "Bécancour" will be employed as a Fire-Boat, next season.

November 22nd, the C. P. O. S. "Melita", arrived in Port from Southampton, being the last Trans-Atlantic Liner to arrive in Port this year.

December 2nd, the SS. "Cedric" left Port for Bordeaux being the last Trans-Atlantic freight steamer to depart from this Port this season.

December 6th, first sign of ice on the River.

December 7th, the Tidal-Gate left open the first time this season.

December 8th, the SS. "Grey Point", arrived from Montreal being the last arrival from that Port, this season.

December 11th, the Coasting Fleet of Steamers and Sailing vessels, placed in winter quarters, for the winter months.

December 15th, the SS. "Gaspesia" of the Clarke Steamship Co., arrived from Gaspé Basin, being the last Coasting to arrive from Lower St. Lawrence this season. The Master of the above named vessel, reported a great quantity of drifting ice, from Lower-Traverse to Quebec.

December 30th, the temperature during the month of December has been excessively cold, the ice in the River forming much earlier than usual and becoming thick and closely packed early in the month.

December 31st, the C. G. S. "Montcalm" left at 8.00 a.m. for Sydney, C.B.

I have the honour to be, Sir,

Your obedient servant,

A. LANDRY,
Harbour Master.

RECORD OF SHIPPING, ARRIVING AND DEPARTING AT THE PORT OF QUEBEC FOR THE YEAR 1924

Description	Trans-Atlantic				Coasting				Inland				Total No of Vessels in per month	Total No of Vessels out per month	Total No of Tons in and out per month	
	No. of Vessels		Net Tonnage		No. of Vessels		Net Tonnage		No. of Vessels		Net Tonnage					
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out				
Month																
March.....	.....	.....	.....	.....	1	2	82	602	.....	.....	.....	.....	1	2	684	
April.....	12	7	76,328	40,827	14	10	5,593	4,391	1	1	1,141	1,141	27	18	128,421	
May.....	49	47	302,606	285,578	27	26	14,799	14,625	5	5	5,175	2,912	81	78	625,695	
June.....	46	49	286,993	288,847	28	25	17,191	13,307	16	16	26,502	26,502	90	90	659,342	
July.....	46	47	279,473	294,441	30	29	18,804	18,137	15	14	22,276	21,126	91	90	654,257	
August.....	62	59	366,144	322,622	19	19	15,934	15,934	20	20	16,394	16,394	101	98	753,422	
September....	63	58	333,906	304,516	26	25	20,980	19,898	18	18	27,425	27,425	107	101	734,150	
October.....	57	56	343,762	342,579	30	27	21,147	17,867	3	3	1,896	1,896	90	86	729,147	
November....	44	43	220,655	217,690	20	20	17,071	17,071	7	7	7,047	7,047	71	70	486,581	
December.....	2	2	6,019	6,019	3	.....	1,214	.....	4	2	3,754	2,052	9	4	19,058	
	381	368	2,215,886	2,103,119	198	183	132,815	121,832	89	86	111,610	106,495	668	637	4,791,757	

**PORT OF QUEBEC. SUMMARY OF NET TONNAGE
AND NUMBER OF VESSELS ARRIVING AND
DEPARTING DURING SEASON 1924**

	Vessels	Tonnage
Ocean Vessels Inward from sea.....	381	2,215,886
Ocean Vessels Outward for sea.....	282	1,728,156
Coasting Vessels Inward from sea.....	198	132,815
Coasting Vessels Outward for sea.....	183	121,832
Inland Trade Vessels Inward.....	89	111,610
Inland Trade Vessels Outward.....	86	106,495
Ocean Vessels Outward for sea Via Mont- real and Quebec	86	374,963
Totals.....	1,305	4,791,757
Total Net Tonnage for 1924.....		4,791,757

**PORT OF QUEBEC (LEVIS) SUMMARY OF NET
TONNAGE AND NUMBER OF VESSELS
ARRIVED DURING 1924**

Vessels	Tonnage
55	111,859

WHARFINGER'S REPORT

Quebec, January 3rd, 1925.

CHARLES SMITH, Esq.,
Secretary-Treasurer,
Quebec Harbour Commissioners,
QUEBEC.

Sir:—

I have the honour to submit the following with reference to the traffic on the St. Charles Docks and Wharves showing the amount and description of cargo landed and shipped from the Docks during the season of 1924:

INWARDS:

30,217	Tons	General Cargo
728	"	Earthenware
161	"	Onions
584	"	Alumino Ferric
47	"	Granite
96	"	Canned Fruits
2,380	"	Sugar
8,400	"	Salt
30	"	Steel Tires
166	"	Grindstones
5,429	"	Molasses
90,027	"	Fuel Oil
328	"	Glass
16,744	"	Sulphur
411	"	Steel Bars and Plates
1,597	"	Steel Rails
98	"	Canned Vegetables
368	"	Pig Iron
802	"	Bricks
63	"	Pitch
138	"	Liquors
8	"	Iron Balls
54	"	Earthen Drain Pipes

49	Tons	Pickles
472	"	Rags
11	"	Boiler Tubes
65	"	Fire Clay
30	"	Cheese
106	"	Fish Pickled
402	"	Fish Canned
30	"	Grapes
26	"	Ale
2	"	Automobiles
4,291	"	Phosphates
20	"	Cattle
4	"	Sheep
2	"	Marble
23	"	Machinery
3	"	Zinc
6	"	Bottles
31	"	Putty
100	"	Rice
1	"	Bird Seed
23	"	Flax Waste
9	"	Cast Iron Pipes
17	"	Soda
154	"	Dry Fruits
6	"	Almonds
1,125	"	Salt Cake

Total: 165,884 tons

185,241	Tons	Bituminous Coal
3,550	"	Scotch Bituminous Coal
13,730	"	Scotch Anthracite Coal
42,536	"	American Anthracite Coal
1,170	"	Coke
50,000	"	Ft. B.M. Pine Lumber
2,826,504	"	Ft. B.M. B.C. Fir
5,265,830	Bushels	Grain

OUTWARDS:

4,454	Tons	General Cargo
17,456	"	Meats
4,211	"	Lard

6,895	Tons	Flour
77	"	Cheese
38	"	Hog Hair
39	"	Cow Hides
18,909	"	Asbestos
140	"	Oatmeal
159	"	Hay
361	"	Dry Cod Fish
35	"	Oleo Oil
393	"	Paper Board
478	"	Paper
146	"	Automobiles
32	"	Aluminum
2	"	Silver Bullion
20	"	Tobacco
20	"	Slippers
113	"	Frozen Fish
2	"	Furs
1,269	"	Apples
26	"	Apple Juice
117	"	Pears
194	"	Butter
3	"	Vegetables
1	"	Canned Fish
25	"	Tallow
283	"	Wood Pulp
9	"	Pickled Salmon
1	"	Leather
174	"	Hops
3,531	"	Zinc Concentrates

Total 59,604 "

1,505 Head Cattle
6,303,598 Ft. B.M. Lumber
3,855,093 Ft. B.M. Timber
311,815 Ft. B.M. Spool Wood
4,540,616 Bushels Grain

LOWER PORT STEAMERS

INWARDS:

2, 763 Tons General Cargo

OUTWARDS:

7,109 Tons General Cargo

QUEBEC-MONTREAL

INWARDS:

21,765 Tons General Cargo

OUTWARDS:

2,753 Tons General Cargo

The Canadian Import Co. have 24,420 tons of coal stored on the space rented to them.

The Dominion Coal Co. have 13,120 tons of coal stored on the space rented to them.

There are wintering on Louise Duck, lumber, laths, coal, etc.

There are stored in the different sheds, spool wood, salt, shingles, lumber, fertilizer, etc.

The Docks are occupied during the winter months by 138 vessels of various tonnages, where they find safe quarters until the opening of navigation.

I have the honour to be,

Sir,

Your obedient servant,

A. Le THELLIER,
Wharfinger.



View showing the SS. "Montroyal", of the Canadian Pacific Steamships Ltd., 15,646 tons, and the SS. "Caronia", of the Cunard SS. Line, 19,782 tons, at their respective berths Nos. 28 and 29, in Quebec Harbour.

ELEVATOR SUPERINTENDENT'S REPORT

Quebec, January 1st, 1925.

Mr. CHARLES SMITH,
Secretary-Treasurer,
Quebec Harbour Commissioners.

Dear Sir:—

I beg to submit the following annual report of the Harbour Commissioners Elevator No. 2 for the Season of 1924.

The total amount of grain being as follows:—

GRAIN RECEIVED

In store at end of year 1923.....	341,633 Bus.
Wheat.....	2,097,378 Bus.
Corn.....	487,787 “
Oats.....	2,396,275 “
Barley.....	2,097 “
Rye.....	282,292 “
	5,265,829 Bus.
<hr/>	
Total.....	5,607,462 Bus.

GRAIN DELIVERED

By Conveyers.....	2,505,633 Bus.
By Cars.....	519,851 “
By Bags.....	1,515,132 “
	4,540,616 Bus.

In store December 31st 1924.....1,066,846 Bus.

From the total of Grain delivered 2,034,983 Bus. were local deliveries, of which amount 306,014 bushels were re-cleaned.

Respectfully submitted,

H. PETERSON,
Superintendent.

TRAFFIC MANAGER'S REPORT

Quebec, 31st December, 1924.

Mr. CHARLES SMITH,
Secretary-Treasurer,
Harbour Commission, Quebec.

Dear Sir:—

I beg to transmit for the information of the Commissioners a report of the operation of the Traffic Department during the year 1924:

Loaded cars received.....	6,621	
Loaded cars forwarded.....	8,989	
		<hr/> 15,610
Empty cars received.....	8,165	
Empty cars forwarded.....	5,773	
		<hr/> 13,938
Total number of cars handled.....		<hr/> 29,548

Loaded passenger, mail and baggage cars handled....	2,950
Total number of coal cars handled.....	<hr/> 3,318

The Commissioners' four locomotives are being cared for by the staff in our shop.

Your obedient servant,

L. FORTIN,
Traffic Manager.

COMPARATIVE STATEMENT OF THE ACTIVITIES OF THE PORT OF QUEBEC FOR THE PAST FOUR YEARS

REVENUE AND EXPENDITURE

Revenue

Revenue in 1921.....	\$ 387,323 91
“ “ 1922.....	376,455 65
“ “ 1923.....	407,116 31
“ “ 1924.....	568,627 77

Operating Expenditure

Expenditure in 1921.....	\$ 335,303 17
“ “ 1922.....	309,361 23
“ “ 1923.....	379,826 37
“ “ 1924.....	397,078 18

The surplus of Revenue over the Operating Expenditures for 1924, has been \$171,549.59.

MOVEMENT OF VESSELS (Ocean and Coasting)

Inwards

(From Sea and Great Lakes)

1921.....	535 vessels
1922.....	494 “
1923.....	522 “
1924.....	668 “

Outwards

(From Montreal stopping at
Quebec) Ocean bound.

.....	29 vessels
.....	107 “
.....	98 “
.....	86 “

RAILWAY TRAFFIC DEPARTMENT

Cars handled in 1921.....	28,404 cars
“ “ “ 1922.....	26,055 “
“ “ “ 1923.....	28,232 “
“ “ “ 1924.....	29,548 “

GRAIN ELEVATOR

Grain received in 1921.....	5,611,244 bus.
“ “ “ 1922.....	3,675,340 “
“ “ “ 1923.....	5,679,277 “
“ “ “ 1924.....	5,265,829 “

Grain delivered in 1921.....	5,548,091 bus.
“ “ “ 1922.....	3,602,728 “
“ “ “ 1923.....	5,618,679 “
“ “ “ 1924.....	4,540,616 “

IMPORTS AND EXPORTS

Imports

1921....	467,150 tons	
1922...	499,620	"
1923...	643,912	"
1924....	594,614	" plus 2,876,504 F.B.M. Lumb. & Timb.

Exports

1921....	216,045 tons,	plus	14,940,094 F.B.M. Lumb. & Timb.
1922....	150,781	" "	23,535,034 F.B.M. Lumb. & Timb.
1923....	272,505	" "	16,376,598 F.B.M. Lumb. & Timb.
1924....	206,285	" "	10,472,012 F.B.M. Lumb. & Timb.

STATEMENT OF IMMIGRANTS LANDED AT THE PORT OF QUEBEC FROM THE YEAR 1860 TO 1924 INCLUDED

Year	Number of Immigrants	Year	Number of Immigrants
1860.....	10,150.....	1892.....	27,422
1861.....	19,923.....	1893.....	46,888
1862.....	22,176.....	1894.....	20,989
1863.....	19,419.....	1895.....	19,774
1864.....	19,147.....	1896.....	18,167
1865.....	21,355.....	1897.....	20,495
1866.....	28,648.....	1898.....	20,842
1867.....	30,757.....	1899.....	14,204
1868.....	34,300.....	1900-1901.....	23,929
1869.....	43,114.....	1901-1902.....	21,147
1870.....	44,475.....	1902-1903.....	38,068
1871.....	37,020.....	1903-1904.....	45,987
1872.....	34,743.....	1904-1905.....	60,843
1873.....	36,901.....	1905-1906.....	71,440
1874.....	23,894.....	1906-1907.....	41,537
1875.....	16,038.....	1907-1908.....	112,324
1876.....	10,901.....	1908-1909.....	44,070
1877.....	7,743.....	1909-1910.....	52,352
1878.....	10,295.....	1910-1911.....	106,621
1879.....	17,251.....	1911-1912.....	125,950
1880.....	24,997.....	1912-1913.....	136,764
1881.....	20,238.....	1913-1914.....	157,936
1882.....	44,850.....	1914-1915.....	49,431
1883.....	45,966.....	1915-1916.....	6,168
1884.....	31,529.....	1916-1917.....	6,408
1885.....	17,030.....	1917-1918.....	777
1886.....	22,782.....	1918-1919.....	287
1887.....	32,749.....	1919-1920.....	37,125
1888.....	28,530.....	1920-1921.....	65,969
1889.....	22,091.....	1921-1922.....	40,730
1890.....	21,165.....	1922-1923.....	31,717
1891.....	23,435.....	1923-1924.....	71,290
		1924-1925.....	66,981
			<hr/> 2,438,244 <hr/>

(The above list does not include Immigrants destined to the United States)

QUEBEC HARBOUR COMMISSIONERS

General Expenditure on Capital Account

Concrete Roadway to Sheds Nos. 18 and 26.....	\$ 836 06
Improvements to Machine Shop and Building	
Roadway to Shed No. 29.....	807 47
	<hr/>
	\$ 1,643 53
	<hr/>

Quebec Harbour Commissioners' Office,
Accounting Department.
January 3rd, 1925.

E. H. S. WOODSIDE

Chief Accountant.

CHARLES SMITH,
Secretary-Treas.

QUEBEC HARBOUR COMMISSIONERS

Revenue Account for the year ending December 31st, 1924

Operating Receipts:		Operating Expenditures:	
Elevators.....	\$ 106,096 67	Elevators.....	\$ 85,511 30
Sheds.....	4,861 93	Sheds.....	62,457 96
Freight Hoists.....	10,080 10	Freights Hoists.....	6,016 80
Harbour Railways.....	86,718 95	Harbour Railways.....	78,647 75
Floating Crane.....	2,542 88	Floating Crane.....	3,409 96
Wharves.....	66,408 33	Wharves.....	44,045 65
Rentals.....	118,315 38	Sundry Expenditure.....	15,812 05
Sundry Receipts.....	35,332 53	Interest on Debentures.....	46,000 00
Immigration.....	138,271 00	Administration.....	55,176 71
		Surplus over year's working ex- penses.....	171,549 59
	<u>\$ 568,627 77</u>		<u>\$ 568,627 77</u>

Accounting Department,
Quebec Harbour Commissioners' Office,
January 3rd, 1925.

ERNEST H. S. WOODSIDE,
Chief Accountant.

CHARLES SMITH,
Secretary-Treasurer.

QUEBEC HARBOUR COMMISSIONERS

Comparative Statement of the Revenue for the years 1923 and 1924

	1924	1923	Difference	1924
Elevators	\$ 106,096 67	\$ 108,070 43	\$ 1,973 76	Decrease
Sheds	4,861 93	5,410 81	548 88	Decrease
Freight Hoists	10,080 10	10,237 91	157 81	Decrease
Harbour Railways	86,718 95	86,338 07	380 88	Increase
Floating Crane	2,542 88	3,665 17	1,122 29	Decrease
Wharfages	66,408 33	60,118 93	6,289 40	Increase
Rentals	118,315 38	102,109 09	16,206 29	Increase
Sundry Receipts	35,332 53	31,165 90	4,166 63	Increase
Immigration	138,271 00	.....	138,271 00	Increase
	\$ 568,627 77	\$ 407,116 31	\$ 161,511 46	Increase

Quebec Harbour Commissioners' Office,
Accounting Department.
January 3rd, 1925.

ERNEST H. S. WOODSIDE,
Chief Accountant.

CHARLES SMITH,
Secretary-Treasurer.

QUEBEC HARBOUR COMMISSIONERS

Expenditure on Capital Account on Approved Estimates out of the Votes of Parliament Under the Quebec Harbour Advances Acts 1913-1917-1922.

Dredging St. Charles River.....	\$ 118,442 32
Permanent Landing Shed No. 29 Departmental ..	5,383 13
Reconstruction of Wharf at Indian Cove.....	8,424 51
Permanent Landing Shed No. 28 Departmental ..	55 20
Fuel Oil Pipe Lines.....	11,178 86
Change Rails on Commissioners Railway Lines	3,397 14
Elevator Alterations.....	1,129 04
Additions and Alterations to Berth No. 28.....	14,110 89
New Floating Fenders.....	8,068 19
Additions and Alterations in Marine Tower.....	2,678 40
Cattle Depot.....	9,661 15
Improvements to Pointe-à-Carey Wharf.....	2,414 82
Cold Storage Warehouse.....	431,819 39
Improvements to North Wall of Wet Dock.....	5,365 09
Paving South West End of Crosswall.....	1,307 28
Additions and Alterations to Berth No. 29.....	45,439 48
Light and Power Equipment.....	30,598 61
Re-arrangement of tracks to Cold Storage Ware- house.....	16,421 79
Plant and Equipment.....	1,391 62

\$ 717,286 91

Quebec Harbour Commissioners' Office,
Accounting Department.
January 3rd, 1925.

ERNEST H. S. WOODSIDE,
Chief Accountant.

CHARLES SMITH,
Sec.-Treasurer.

QUEBEC HARBOUR COMMISSIONERS

Expenditure on Capital Account on Approved Estimates Out of Vote No. 454, 1924, at Wolfe's Cove Terminals.

Office Building for Engineers.....	\$	10,785	05
Survey work.....		2,716	64
Soundings.....			67 05
Borings.....		14,141	66
Dredging.....		31,266	99
Sewer work.....			1 80
Excavation and filling.....		42,721	95
Indenpendent Fire Protection.....		22,388	47
Contingencies.....		4,520	88
	\$	128,610	49

Quebec Harbour Commissioners' Office
Accounting Department,
January 3rd, 1925.

ERNEST H. S. WOODSIDE,	CHARLES SMITH,
Chief Accountant	Sec.-Treasurer.

MEMORANDUM

Showing the opening and closing of Navigation in the Port of Quebec
from 1830 to 1924

Year	First Arrival of Schooner from Below	First Steamer from Montreal	First Arrival from Sea	Last Sailing for Sea
1830	April 17	April 17	December 4
1831	April 21	April 16	November 30
1832	April 29	May 4	November 30
1833	April 18	May 10	November 25
1834	April 18	May 6	November 24
1835	May 4	May 2	November 25
1836	May 11	May 11	November 26
1837	May 1	April 29	November 18
1838	April 28	May 3	November 20
1839	April 21	May 8	November 23
1840	April 19	April 25	November 29
1841	May 1	April 29	November 28
1842	April 21	May 3	November 28
1843	May 5	April 18	November 28
1844	April 24	May 3	November 23
1845	April 25	May 1	November 26
1846	April 17	April 24	November 27
1847	May 8	May 8	November 26
1848	April 6	May 1	November 21
1849	April 25	April 28	November 25
1850	April 25	April 28	November 28
1851	April 22	April 20	November 29
1852	April 30	April 15	December 4
1853	April 23	April 24	November 26
1854	May 5	April 29	November 29
1855	May 6	May 6	November 22
1856	April 27	April 20	November 23
1857	April 17	April 28	November 24
1858	April 18	April 29	November 25
1859	April 22	April 29	November 28
1860	April 26	April 28	November 26
1861	April 26	April 22	November 26
1862	April 20	April 16	November 29
1863	May 3	May 4	November 27
1864	April 25	April 27	November 30
1865	April 21	April 29	November 28
1866	April 26	April 28	December 1
1867	May 3	April 17	November 29
1868	April 28	April 23	November 28
1869	April 30	April 27	November 27
1870	April 25	April 16	December 21
1871	April 18	April 22	November 27
1872	May 6	April 30	November 26
1873	May 2	April 28	November 22
1874	May 10	April 28	November 25
1875	May 9	April 29	November 23

MEMORANDUM

Showing the opening and closing of Navigation in the Port of Quebec
from 1830 to 1924

Year	First Arrival of Schooner from Below	First Steamer from Montreal	First Arrival from Sea	Last Sailing for Sea
1876	.....	May 9	May 6	November 26
1877	.....	April 26	April 25	November 25
1878	.....	April 21	April 20	November 24
1879	.....	May 2	April 29	November 28
1880	April 30	April 30	April 30	November 27
1881	April 1	April 26	April 26	November 28
1882	April 22	April 28	April 22	December 2
1883	April 23	May 5	April 23	December 1
1884	April 20	April 29	May 1	December 8
1885	April 19	May 7	May 5	November 21
1886	April 24	April 27	April 29	.....
1887	April 14	May 3	April 29	November 21
1888	April 8	May 4	April 29	November 30
1889	April 1	April 22	April 26	November 27
1890	April 3	April 29	April 29	November 25
1891	March 29	April 27	April 27	November 30
1892	April 27	April 24	April 28	November 24
1893	April 1	May 6	April 20	November 24
1894	March 21	April 23	April 26	December 5
1895	April 4	April 28	April 26	November 28
1896	April 22	May 1	April 24	November 26
1897	April 7	April 25	April 29	November 27
1898	April 12	April 19	April 25	November 28
1899	April 5	May 3	April 22	November 30
1900	March 28	April 27	April 23	December 5
1901	April 2	April 27	April 20	November 27
1902	March 21	April 15	April 13	December 4
1903	March 20	April 19	April 18	December 6
1904	March 31	May 3	April 24	December 8
1905	March 25	April 26	May 2	November 24
1906	April 4	April 24	April 23	December 2
1907	April 4	May 2	April 26	November 25
1908	April 8	May 1	April 21	December 1
1909	April 4	April 25	April 21	December 3
1910	March 28	April 15	April 9	December 1
1911	April 9	April 30	April 27	December 8
1912	April 9	April 28	May 1	December 12
1913	April 4	April 23	April 26	December 13
1914	April 3	May 1	April 28	December 4
1915	April 4	April 15	April 30	December 16
1916	April 8	April 23	April 30	December 21
1917	April 2	April 27	April 30	December 21
1918	April 4	April 30	May 7	January 11
1919	March 28	April 30	April 19	December 16
1920	April 1	April 27	April 24	December 12
1921	April 7	May 2	April 23	December 12
1922	April 15	April 21	April 30	December 10
1923	April 22	May 5	May 2	December 7
1924	March 30	April 25	April 17	December 2

QUEBEC HARBOUR
Statement of Assets
as at December

ASSETS			
St. Charles Docks and Wharves.....	\$ 5,374,470 12		
Indian Cove Property.....	121,818 29		
Sillery Quarry Property....	1,063 70		
		\$ 5,497,352 11	
New Construction:			
Harbour Dredging.....	1,550,885 15		
Wharves, Piers and Basins .	1,777,154 74		
Shops and Buildings.....	910,429 95		
Railways.....	204,791 08		
Permanent Landing Sheds..	525,826 58		
Grain Elevators.....	1,301,806 59		
Grain Galleries.....	674,768 49		
Fuel Oil Lines.....	40,806 71		
Cold Storage Warehouse...	462,082 54		
Wolfe's Cove Terminals....	128,610 49		
Miscellaneous Construction	58,752 65		
		7,635,914 97	
			\$ 13,133,267 08
Beach and Deep Water Lots, Grantees.....			17,261 21
Plant Equipment and Tools.....			907,560 43
Materials on hand.....			32,038 76
Office Furniture.....			12,196 63
Unsettled Claims against the Dominion Government:			
Dept. of Public Works....	605,209 04		
do The Interior.....	351,437 32		
do Marine & Fish's..	314 25		
do Naval Service....	1,475 00		
do Militia & Defence	38 75		
Intercolonial Railway.....	2,637 00		
Commissioners of the National Transcontinental Railway.....	2,253 96		
Dept. of Immigration and Colonization.....	138,271 00		
		1,101,636 32	
Accounts Receivable.....		35,734 14	1,137,370 46
Cash on hand.....			800 00
Suspense Account.....			36,243 43
Accrued Rentals.....			2,108 63
Unearned Insurance.....			2,954 81
			\$ 15,281,801 44

COMMISSIONERS
and Liabilities
31st., 1924.

LIABILITIES:		
Quebec Harbour Debentures 51 Vic. Chap. 6	\$ 3,612,802 42	
Receiver General.....	43,380 00	
Dominion Government:		
Securing Dock Walls.....	541,393 26	
Quebec Harbour Bonds, 62-63 Vic. Chap. 34	350,000 00	\$ 4,197,575 68
Accrued Interest to 1st Jan. 1925.....	3,000 00	
Quebec Harbour Bonds 6-7 Edw. VII, Ch. 36.....	800,000 00	1,153,000 00
Quebec Harbour Debentures Series "A" 3-4 Geo. V Chap. 41.....	5,500,000 00	
Quebec Harbour Debentures Series "B" 7-8 Geo. V, Chap. 4.....	1,500,000 00	
Quebec Harbour Debentures Series "C" 12-13 Geo. V, Chap. 40.....	1,227,800 00	8,227,800 00
Lampson's Cove Capital Surplus.....		453,167 86
Beach and Deep Water Lots.....		17,261 21
— See Contra —		
Accounts Payable.....		29,593 04
Accrued Wages.....		25,359 84
Union Bank of Canada.....		236,570 20
Banque d'Hochelaga.....		45,962 14
Reserve for difference between cost and amount realized on Capital Investments..		101,188 66
SURPLUS:		
Revaluation Account.....	129,415 47	
Profit and Loss Account.....	664,907 34	794,322 81
		<u>\$ 15,281,801 44</u>

Note.—The arrears of Interest on the old Debentures of the Dominion statement.

Interest on the "Quebec Harbour Debentures" Series "A", "B" and paid or provided for in the above statement.

Quebec Harbour Commissioners' Office
January 3rd, 1925.

AUDITORS

We have the honour to report that we have examined the above statement 31st December 1924, and we certify that, subject to the above note relating and that date, as shown on the books and information supplied to us.

Quebec, January 30th, 1925.

Government have not been accrued or in any way incorporated in the above
“C” amounting to \$2,068,317.36 for nine years to July 1st, 1924, has not been

CHARLES SMITH,
Secretary-Treasurer.

CERTIFICATE

Statement of Assets and Liabilities of the Quebec Harbour Commissioners to the
to Interest on Debentures it exhibits the true position of the Commission

MORIN, BARRY & COTE,

Per LEON COTE, C. A.,
Auditors.

STATEMENT of the Quantity and Value of the Principal Merchandise Exported from this Port during the Year ending 31st December 1924, showing the countries to which Exported to also a Comparative Statement with Year 1919.

No.	ARTICLES	Unit	Total Quantity	Total Value	Great Britain	Germany	United States	Japan	France	Ireland	Belgium	Sweden	Norway	Denmark	Austria	Switzerland	Poland	Czechoslovakia	Latvia	Estonia	Finland	South Africa	Other Countries	Total Value 1919
1	Animals of all kinds...	No.	1,505	167,323	167,323																			167,323
2	Apples	Bbl.	11,217	71,131	71,131																			71,131
3	Asbestos	Long	20,711	1,279,117	1,078,866	666,917																		1,279,117
4	Bacon and ham	Lbs.	12,464,368	2,189,762	2,189,609	946																		2,189,609
5	Cheese	Lbs.	1,812,166	412,067	265,510	10,620																		412,067
6	Cod Fish	Lbs.	2,718,621	160,088		52,030																		160,088
7	Flour	Bbls.	78,693	463,156	207,236	226,708																		463,156
8	Grain	Bush.	1,118,194	1,291,947	1,090,633	201,414																		1,291,947
9	Hops	Tons	191	3,818	3,818																			3,818
10	Lard	Lbs.	1,465,188	111,621	61,621	197,997																		111,621
11	Leather and man. of.	\$		38,592	38,816																			38,816
12	Wool of all kinds	\$		1,297,206	1,297,206																			1,297,206
13	Wool	Lbs.	2,507,240	181,710	1,5116	61,883																		181,710
14	Silver bullion	\$		197,200	197,200																			197,200
15	Other articles			1,302,736	705,545	397,102																		1,302,736
16	Canadian Birch	F. B. M.	1,167,096	5,060	25,070																			5,060
17	Maple	" "	281,240	15,880	11,644																			15,880
18	Pine	" "	135,340	9,796	9,796																			9,796
19	Spruce	" "	3,108,925	102,474	102,369																			102,369
20	Timber Ash	" "	5,088	1,346	1,346																			1,346
21	Birch	" "	1,060,752	67,105	67,862																			67,862
22	Elm	" "	923,417	138,157	138,157																			138,157
23	Oak	" "	51,384	5,236	5,236																			5,236
24	Pine	" "	1,125,875	165,075	129,418																			165,075
25	Others	" "	11,806	1,062	1,062																			1,062
26	Pulp wood	Cords	6,600	59,400																				59,400
27	Wood pulp	Long	9,485	1,879,857	62,105																			1,879,857
28	Wood in bulk and			31,740	12,611																			31,740
Total				11,459,109	7,570,114	1,721,111	1,880,806	3,006,406	50,782,872	137,894,812	77,758,763	12,047,182	19,966,730	5,722,608	1,967,006	1,967,006	884,645							11,459,109

All goods exported by Land from this Port to Foreign Countries are not taken into account here but at the Port of Exit from Canada. The above figures, therefore, only show the Quantity and Value of goods exported by water. The value of the goods exported by Land is much more considerable than those exported by water.

Compiled by J. A. BELLEAU, of H. M. C.

PORT OF QUEBEC

RECAPITULATION of the total Exports for the year ending 31st December 1924, showing the contribution of each export, with a comparative Statement with year 1919.

Nos	COUNTRIES	Value		Decrease	Increase
		1919	1924		
1	Great Britain	\$20,461,628	\$ 7,370,614	\$13,091,014	\$
2	Germany	1,721,411	1,388,580		1,721,411
3	United States	634,300	83,600		754,280
4	Japan			390,662	83,600
5	France	691,111	38,725		38,725
6	Ireland		137,286		137,286
7	Belgium		88,592		88,592
8	Italy	7,534	67,788		69,033
9	Holland		76,734		76,734
10	India	79,850	32,997	46,852	
11	Newfoundland		18,821		18,821
12	Czechoslovakia		3,936		3,936
13	Latvia		7,540		7,540
14	Finland		5,725		5,725
15	Denmark		3,648		3,648
16	Austria	847	1,007		1,007
17	Switzerland		996		996
18	South Africa		834		834
19	New Zealand		645		645
20	Jamaica	329,840		329,840	
21	Buenos Aires	128,500		128,500	
22	Cuba	62,197		62,197	
23	Greece	445,826		445,826	
24	Brazil	23,184		23,184	
25	Total	\$22,868,480	\$11,359,104	\$14,518,146	\$ 3,008,769
	Total decrease			\$11,509,376	

PORT OF QUEBEC

STATEMENT of the Quantity and Value of the Proposed Macphail's Importation from the United States in transit to this Port and exported to Great Britain by Steamers during the Summer 1921

ARTICLES	Unit of	Quantity	Value
	Quantity	1924	1924
Apples.....	Bbls.	5,243	30,098
Bacon and ham.....	Lbs.	19,471,360	2,702,356
Eggs.....	Doz	12,000	3,480
Grapes.....	Bush.	1,569,402	2,061,519
Hides.....	Lbs.	160,701	10,080
Hops.....	Lbs.	47,107	18,775
Hogs hams.....	Lbs.	134,721	11,618
Lard.....	Lbs.	9,558,810	920,799
Leather.....	\$		26,952
Meats.....	Lbs.	768,685	88,559
Milk evaporated.....	Lbs.	409,891	39,400
Wood.....	Ft. B. M.	1,800	1,763
Other articles.....	\$		72,487
Total.....			6,357,675

DOMINION OF CANADA

PORT OF QUEBEC

COMPARATIVE STATEMENT of the Number and Tonnage of Sea going Steamers and Sailing Vessels with the Number of Men employed entered Inwards and Outwards at the Custom House, for the years ending on the 31st December 1923 and 1924 showing the Countries from whence they came and for which they cleared, whether with Cargo or in Ballast, also distinguishing the Countries to which they belonged:

Compiled by J. A. SENTERRE, of H. M. Customs and Excise.

RETURN OF VESSELS INWARDS FOR THE YEARS ENDING 31st DECEMBER 1923 and 1924

	1923			1924			1923			1924		
	Vessels	Tons	Men	Vessels	Tons	Men	Vessels	Tons	Men	Vessels	Tons	Men
Total Vessels arrived	310	155,944	49,270	351	190,215	50,200	217	81,441	24,418	217	98,811	27,535
Vessels with cargo	279	151,400	47,230	316	188,675	50,019	198	81,598	27,044	194	103,900	29,881
do in ballast	31	4,488	750	35	6,661	1,181	19	2,743	474	23	3,502	672
Total	310	155,944	49,270	351	190,215	50,200	217	84,341	27,535	217	98,811	27,535
Number of Steamers do sailing Vessels	301	155,944	49,270	344	188,675	49,155	207	84,353	27,362	210	98,700	27,477
	8	468	38	7	376	43	7	378	36	7	651	58
Total	310	155,944	49,270	351	190,215	50,200	217	84,441	27,418	217	98,811	27,415
British Vessel	279	146,134	47,018	305	188,675	49,655	198	84,906	27,151	198	88,560	27,981
Foreign Vessel	31	9,810	1,552	46	7,540	1,165	19	8,435	1,287	19	10,251	1,554
Total	310	155,944	49,270	351	190,215	50,200	217	84,441	27,418	217	98,811	27,535

UNDER WHAT FLAG

	Vessels	Tons	Men	UNDER WHAT FLAG	Vessels	Tons	Men
British	279	146,134	47,018	British	198	84,906	27,151
French	4	13,031	1,238	French	3	12,148	1,141
United States	6	18,147	1,971	United States	3	5,584	779
Norwegian	22	32,930	550	Norwegian	23	35,655	585
Swedish	6	10,198	148	Swedish	4	6,296	94
German	3	9,014	103	German	1	2,254	468
Dutch	3	31,853	29	Dutch	8	6,694	137
Italian	8	8,676	163	Italian	4	14,351	150
Danish	1	42	1	Danish	1	1,600	39
Spanish	1	42	1	Spanish	1	1,111	48
Portuguese	1	42	1	Portuguese	1	1,111	48
Total	310	155,944	49,270	Total	217	84,441	27,418

WHENCE ARRIVED

	Vessels	Tons	Men	WHENCE ARRIVED	Vessels	Tons	Men
United Kingdom	190	179,705	49,811	United Kingdom	127	83,901	15,278
Newfoundland	15	11,111	1,201	Newfoundland	11	10,165	1,111
British West Indies	19	32,286	628	British West Indies	13	13,924	279
United States	28	59,521	903	United States	17	76,759	1,580
Porto Rico	1	288	1	Porto Rico	1	2,254	468
St. Pierre & Miquelon	2	10,441	50	St. Pierre & Miquelon	1	10,441	50
Belgium	17	132,591	5,170	Belgium	17	76,759	1,580
Holland	1	21,70	31	Holland	2	8,434	83
Germany	10	93,863	3,408	Germany	15	127,659	4,612
Norway	2	7,538	74	Norway	2	7,538	74
Iceland	1	42	1	Iceland	1	1,111	48
Spain	1	42	1	Spain	1	1,111	48
Portugal	1	42	1	Portugal	1	1,111	48
Brazil	1	42	1	Brazil	1	1,111	48
Spanish West Indies	1	42	1	Spanish West Indies	1	1,111	48
Spain	1	42	1	Spain	1	1,111	48
Portugal	1	42	1	Portugal	1	1,111	48
Brazil	1	42	1	Brazil	1	1,111	48
Spanish West Indies	1	42	1	Spanish West Indies	1	1,111	48
Spain	1	42	1	Spain	1	1,111	48
Portugal	1	42	1	Portugal	1	1,111	48
Brazil	1	42	1	Brazil	1	1,111	48
Spanish West Indies	1	42	1	Spanish West Indies	1	1,111	48
Spain	1	42	1	Spain	1	1,111	48
Portugal	1	42	1	Portugal	1	1,111	48
Brazil	1	42	1	Brazil	1	1,111	48
Spanish West Indies	1	42	1	Spanish West Indies	1	1,111	48
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Portugal	1	42	1	Portugal	1	1,111	48
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Portugal	1	42	1	Portugal	1	1,111	48
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Portugal	1	42	1	Portugal	1	1,111	48
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Portugal	1	42	1	Portugal	1	1,111	48
Brazil	1	42	1	Brazil	1	1,111	48
Spanish West Indies	1	42	1	Spanish West Indies	1	1,111	48
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Portugal	1	42	1	Portugal	1	1,111	48
Brazil	1	42	1	Brazil	1	1,111	48
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Portugal	1	42	1	Portugal	1	1,111	48
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Portugal	1	42	1	Portugal	1	1,111	48
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Spanish West Indies	1	42	1	Spanish West Indies	1	1,111	48
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Portugal	1	42	1	Portugal	1	1,111	48
Brazil	1	42	1	Brazil	1	1,111	48
Spanish West Indies	1	42	1	Spanish West Indies	1	1,111	48
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Portugal	1	42	1	Portugal	1	1,111	48
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Spanish West Indies	1	42	1	Spanish West Indies	1	1,111	48
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Portugal	1	42	1	Portugal	1	1,111	48
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Spanish West Indies	1	42	1	Spanish West Indies	1	1,111	48
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Portugal	1	42	1	Portugal	1	1,111	48
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Spanish West Indies	1	42	1	Spanish West Indies	1	1,111	48
Spain	1	42	1	Spain	1	1,111	48
Portugal	1	42	1	Portugal	1	1,111	48
Brazil	1	42	1	Brazil	1	1,111	48
Spanish West Indies	1	42	1	Spanish West Indies	1	1,111	

Compiled by J. A. SENTERRE, of H. M. CROSTON and EXETER.

PORT OF QUEBEC

RETURNS showing the opening of navigation at the Port of Quebec, in each year, from 1832 to 1924 inclusively; also the date of closing thereof during that period.

RETURNS of the Number and Tonnage of Seagoing vessels entered Inwards and Outwards at the Customs House, Quebec, from 1850 to 1925.

Years.	ARRIVALS		INWARDS		OUTWARDS	
	From Montreal Steamers	From Sea	Vessels	Tonnage	Vessels	Tonnage
1832	April	29 May	1850	1186	1850	1275
1833	"	18 "	1851	1300	1851	414021
1834	"	18 "	1852	1234	1852	133
1835	May	10 "	1853	1331	1853	539813
1836	"	2 "	1854	1416	1854	1270
1837	"	11 "	1855	740	1855	500547
1838	April	28 May	1856	960	1856	695588
1839	"	21 "	1857	1007	1857	408004
1840	"	8 "	1858	970	1858	877
1841	May	19 April	1859	1252	1859	46867
1842	April	2 May	1860	606058	1860	131
1843	"	3 "	1861	971	1861	514602
1844	April	24 May	1862	631712	1862	677137
1845	"	25 "	1863	1347	1863	707142
1846	"	17 April	1864	1802	1864	801208
1847	May	8 May	1865	1466	1865	851208
1848	"	28 April	1866	775976	1866	596387
1849	"	28 "	1867	1319	1867	719850
1850	"	25 "	1868	1901	1868	1275
1851	"	22 "	1869	910	1869	654213
1852	"	30 "	1870	844	1870	170000
1853	"	23 "	1871	844	1871	72897
1854	May	29 "	1872	1002	1872	628222
1855	April	27 April	1873	971	1873	936
1856	"	17 "	1874	917	1874	682292
1857	"	17 "	1875	974	1875	737846
1858	"	18 "	1876	878	1876	834
1859	"	22 "	1877	878	1877	695292
1860	"	26 "	1878	862	1878	457472
1861	"	26 "	1879	862	1879	864017
1862	"	30 "	1880	666	1880	603705
1863	May	23 May	1881	628	1881	611115
1864	April	21 April	1882	616	1882	591301
1865	"	20 "	1883	564	1883	842
1866	"	20 "	1884	580	1884	620
1867	May	28 May	1885	501	1885	600223
1868	April	28 "	1886	561	1886	702
1869	"	30 "	1887	417	1887	570106
1870	"	25 "	1888	509	1888	462835
1871	May	18 "	1889	400	1889	457472
1872	"	9 "	1890	400	1890	468904
1873	"	10 "	1891	381	1891	341365
1874	"	10 "	1892	473	1892	117
1875	"	10 "	1893	417	1893	117
1876	"	9 May	1894	383	1894	283
1877	"	20 May	1895	349	1895	256
1878	May	21 "	1896	356	1896	430163
1879	"	1 "	1897	343	1897	294
1880	"	1 "	1898	333	1898	296
1881	April	22 April	1899	370	1899	465590
1882	"	22 "	1900	323	1900	398501
1883	"	1 "	1901	286	1901	276
1884	"	1 "	1902	286	1902	276
1885	"	1 "	1903	315	1903	276
1886	"	1 "	1904	308	1904	276
1887	"	1 "	1905	308	1905	276
1888	"	1 "	1906	376	1906	276
1889	"	1 "	1907	356	1907	276
1890	"	1 "	1908	356	1908	276
1891	"	1 "	1909	309	1909	276
1892	"	1 "	1910	307	1910	276
1893	"	1 "	1911	307	1911	276
1894	"	1 "	1912	302	1912	276
1895	"	1 "	1913	302	1913	276
1896	"	1 "	1914	302	1914	276
1897	"	1 "	1915	302	1915	276
1898	"	1 "	1916	302	1916	276
1899	"	1 "	1917	302	1917	276
1900	"	1 "	1918	302	1918	276
1901	"	1 "	1919	302	1919	276
1902	"	1 "	1920	302	1920	276
1903	"	1 "	1921	302	1921	276
1904	"	1 "	1922	302	1922	276
1905	"	1 "	1923	302	1923	276
1906	"	1 "	1924	302	1924	276

* Confederation. — All vessels trading to and from the Lower Provinces were up to this date included, but not since that year.

* The Canadian Pacific Royal Mail Steamers "Empress of Britain," "Empress of France," "Empress of India," "Empress of Japan," and "Empress of Russia," commenced running from Liverpool to this Port in 1900, the former arriving here on her first voyage on the 14th May, and the latter on the 7th July.

Note.—The British steamer "Dunelm," 1481 tons, Net Register, — William Gairdner, Master, left Sunderland, England on the 14th November 1907, with a cargo of Pig Iron for Montreal, called at St. John's, N. S., and returned there on the 5th December, and called at Quebec on the 11th, proceeded to Montreal on the 11th and reached that Port on the 13th inst.

J. A. SENTERRE, of H. M. CROSTON and EXETER.

Quebec 31st December, 1924.

PORT OF QUEBEC

Statement of the quantity and value of Merchandise imported into this port during the year ending 31st December 1924, showing the Countries whence imported. Also a comparative Statement with year 1919.

Compiled by J. A. BELLEAU, of H. M. Customs.

PORT OF QUEBEC

Comparative statement showing the total value of merchandise imported and exported the duty collected in each month during the Calendar year 1924 compared with the same months of the year 1919.

MONTHS	Exports		Imports		Duty Collected	
	1919	1924	1919	1924	1919	1924
January		494	1,048,118	1,248,333	196,867 79	111,357 17
February			2,829,511	597,979	164,445 42	145,423 99
March	577	1,159,853	898,490	182,841 52	178,215 18	
April		504	1,155,686	956,231	195,618 81	185,629 76
May	1,325,735	484,394	1,348,788	1,667,186	194,654 20	232,812 14
June	1,377,649	1,809,511	1,332,776	1,421,255	176,130 26	206,261 15
July	2,979,999	1,223,133	1,476,786	1,188,550	193,698 18	226,769 85
August	4,665,055	1,123,817	1,616,802	1,175,115	199,672 82	263,565 33
September	3,472,466	1,808,495	1,113,749	1,189,498	201,573 25	239,252 21
October	2,524,500	2,684,602	1,833,635	1,551,118	253,771 39	221,787 79
November	2,874,663	2,034,361	1,329,433	1,938,344	221,649 57	211,776 56
December	3,048,413	189,216	1,912,322	795,802	264,931 02	290,118 99
Total	22,868,480	11,359,104	18,357,439	14,927,881	2,444,627 23	2,398,800 99
DECREASE	\$11,509,376		DECREASE	\$3,429,558	DECREASE	\$45,827 14

PORT OF QUEBEC

RECAPITULATION of the total import for the year ending 31st December 1924 showing the Countries whence imported with a comparative Statement with year 1919.

Nos.	COUNTRIES	Value	Value	Decrease	Increase
		1919	1924	1924	1919
		\$	\$	\$	\$
1	United States	15,646,568	10,174,731	4,841,227	
2	Great Britain	2,066,410	2,631,411		565,001
3	British West Indies	570,704	585,119		14,415
4	France	292,789	549,750		256,961
5	Argentine Republic	36,401	200,448		164,047
6	Germany		135,809		135,809
7	Belgium	10,828	120,774		109,946
8	Holland	82,892	106,179		23,287
9	Ireland		79,512		79,512
10	Newfoundland	39,094	53,421		14,327
11	Spain	13,478	35,456		21,978
12	India	29,675	11,548		18,127
13	Japan	38,614	33,772	4,842	
14	China	29,846	31,514		1,668
15	Portugal	5,922	22,601		16,679
16	Jamaica	1,093	22,973		21,880
17	Switzerland	8,846	16,543		7,697
18	Italy	2,832	12,910		10,078
19	Norway		11,795		11,795
20	Brazil		9,056		9,056
21	Sweden	4,279	6,461		2,182
22	Venezuela	1,019	7,285		6,266
23	Mexico		5,125		5,125
24	Greece	7,986	1,226	6,760	
25	Austria		1,195		1,195
26	Turkey		3,255		3,255
27	Strait Settlements		2,005		2,005
28	Czecho-Slovakia		3,221		3,221
29	Egypt		1,290		1,290
30	Cuba		1,083		1,083
31	Hawaii		575		575
32	Dominican		232		232
33	British Guiana	3,637		3,637	
34	Java	12,561		12,561	
35	Australia	12,369		12,369	
36	Singapore	39,328		39,328	
37	Singapore Asia				
Total		18,457,139	14,927,881	4,920,724	1,491,166

507

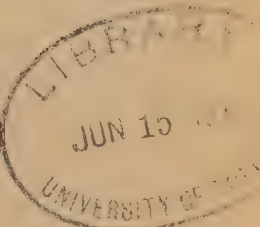
QUEBEC HARBOUR COMMISSIONERS' REPORT

A1 FS 186

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For the Year 1925

Under The Quebec Harbour
Commissioner's Act
1899



QUEBEC

1926

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Quebec Harbour
Commissioners' Report
For the Year 1925

Under The Quebec Harbour
Commissioner's Act. 1899

OFFICERS OF THE QUEBEC HARBOUR COMMISSION

Commissioners:

HON. W. GERARD POWER, M.L.C.....Chairman
JULES GAUVIN, Esq.,.....Commissioner
J. BOUTIN-BOURASSA, Esq.,.....Commissioner

BRIG.-GENERAL T. L. TREMBLAY, C.M.G., D.S.O.,
General Manager and Chief Engineer

CHARLES SMITH, K.C.,.....Secretary-Treasurer
and Legal Adviser

H. E. HUESTIS,.....Assistant Engineer
W. R. RUSSELL,.....Assistant Engineer

CAPT. AMBROSE LANDRY,.....Harbour Master
CAPT. THOS. McGOUGH,.....Assistant Harbour Master
CAPT. EUGENE FORTIN,.....Assistant Harbour Master

E. H. S. WOODSIDE,....Chief Accountant and Comptroller
of Accounting.

W. A. MOUNTAIN,.....Cost Clerk and Chief Clerk Com-
struction and Maintenance De-
partment.

C. O. BOILY,.....Grain Accountant

LAURENT DARVEAU,.....Cashier

H. PETERSON,.....Elevator Superintendent

LOUIS FORTIN,.....Traffic Manager

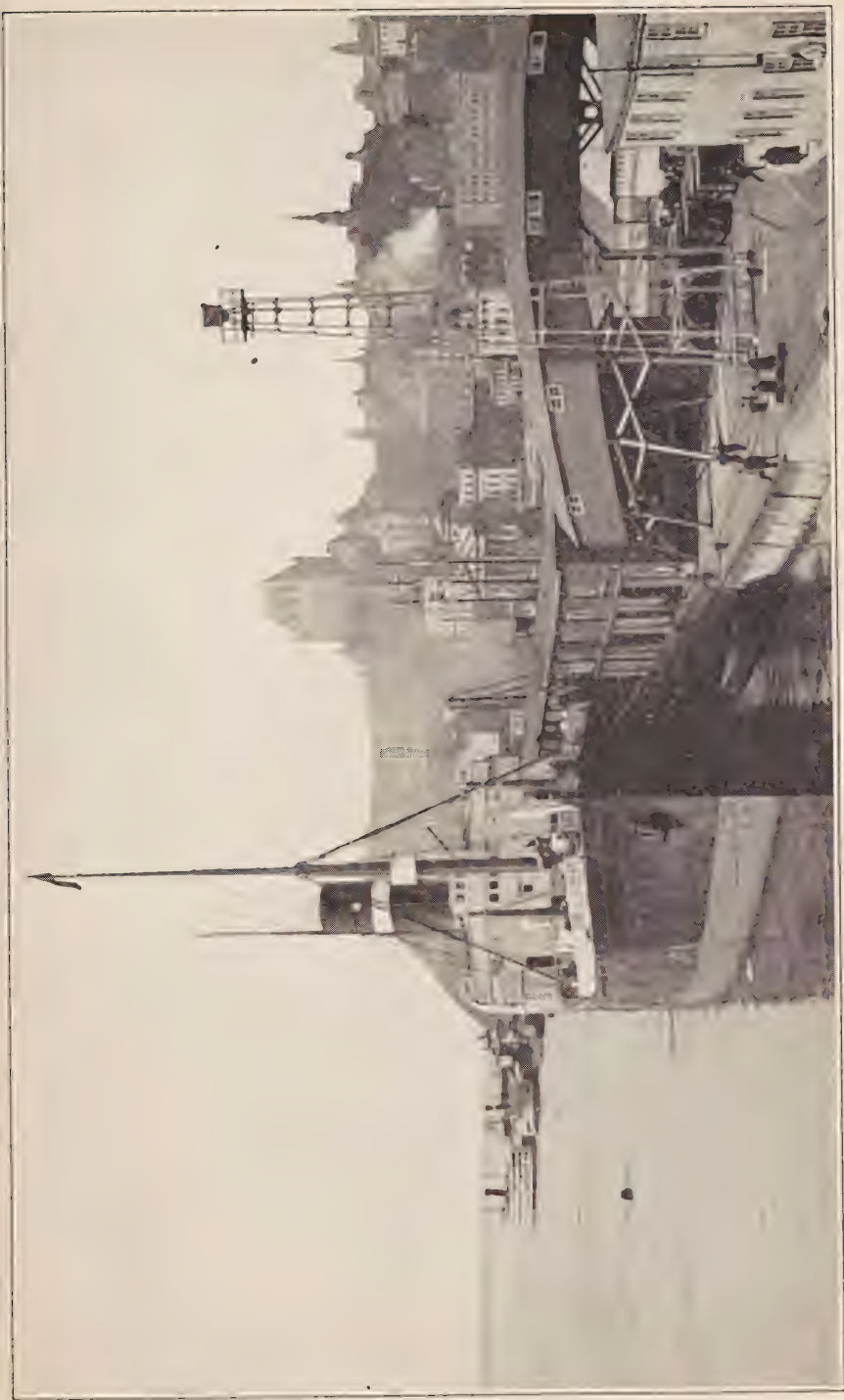
G. H. BOURDON,.....Purchasing Agent

A. LETELLIER,.....Wharfinger

A. H. DEROME,.....Manager Cold Storage Warehouse

J. J. O'FLAHERTY,.....Chief of Publicity Department

M. P. SHIELDS,.....General Foreman



View of part of the Harbour of Quebec with Citadel and Chateau Frontenac in the background.

QUEBEC HARBOUR FACILITIES

The facilities available at Quebec, may be summarized as follows:—

Steamships Berths

In Wet Dock—6 berths of from 400 to 500 feet in length.

In Tidal Harbour—4 berths of from 400 to 500 feet in length.

Breakwater—4 berths of 500 feet in length, or 3 berths of 700 feet in length, or 2 berths of 1,100 feet in length.

Pointe-à-Carcy Wharves—4 berths: one ocean, two coasting and one bunkering.

River St. Charles Basin—7 berths of from 500 to 600 feet in length.

Depth of Water at Low Tide

Wet Dock—25 to 26 feet at low tide.

Tidal Harbour—24 to 30 feet at low tide.

Breakwater—Over 40 feet at low tide.

Pointe-à-Carcy Wharves—Opposite Shed 21: Ocean berth, over 40 feet at low tide.

River St. Charles—35 feet at low tide.

GRAIN ELEVATOR

One Fireproof Concrete Grain Elevator, with a capacity of 2,000,000 bushels, with Marine Tower, Conveyors and Grain Galleries; loading capacity, 60,000 bushels per hour. It has also a Grain Dryer, a “Richardson Separator” and a Bagging Shed.

FACILITIES AND EQUIPMENT FOR HANDLING CARGOES, ETC.

4 Locomotives for switching cars.
 Railway lines to all ships berths and sheds.
 One-50-ton Floating Crane.
 Cars and scows for removing ships' ballast.
 5 Locomotive Cranes, with a capacity up to 38 tons.
 City Water, Electric Light and Power Installations.

GRAIN CARGOES

Loading capacity: 60,000 bushels per hour.
 Unloading from vessels: 20,000 bushels per hour.
 Unloading from cars: 100 cars per day.
 Drying grain: 3,000 bushels per day.
 Cleaning grain: 40,000 bushels per day.

Ships loading or unloading full grain cargoes are exempted from the payment of moorage and tonnage dues.

LANDING SHEDS

No.	Location	Size	Area
14	Crosswall.....	200 x 38	7,600 Square Feet
18	Breakwater.....	744 x 37 $\frac{1}{2}$	28,275 " "
19	Pte-à-Carey.....	450 $\frac{1}{4}$ x 80 $\frac{1}{4}$	36,103 " "
20	"Montcalm".....	800 x 111	79,600 " "
22	Louise Embk.....	200 x 60	11,400 " "
25	Pier No. 1.....	557 $\frac{1}{2}$ x 80	43,000 " "
26	Pier No. 1.....	737 $\frac{1}{2}$ x 80	59,040 " "
27	Pier No. 1.....	955 x 80	77,280 " "
28	Bulkhead.....	776 x 75	58,200 " "
29	Bulkhead.....	1,000 x 102	102,000 " "

Combined space of all sheds: 502,498 feet of floor area.

CATTLE BERTH

Landing Shed No. 27 is thoroughly equipped as a cattle resting, feeding and loading station.

2,000 heads of cattle can be easily accommodated in the shed at the same time.

Vessels loading full cargoes of cattle are exempted from the payment of moorage and tonnage dues.

COAL CAPACITY AND BUNKERING **(Anthracite and Bituminous)**

Coal Companies have 5 towers for discharging and loading coal.

Bunkering is done from barges and coal cars brought alongside the vessel.

FUEL OIL BUNKERING

The Commissioners have a Fuel Oil Pipe Line running from tanks on Louise Docks to berths 18, 25 and 26 at Break-warer and berths 27, 28 and 29 on St. Charles River front.

Capacity of tanks: 55,000 and 80,000 barrels respectively.

RAILWAY FACILITIES

The Quebec Harbour Commissioners have 16 miles of tracks on Docks for handling of freight. Shunting on Docks is done by Harbour Commission.

Since the completion of the Quebec Bridge (in 1917), the Docks are accessible to all railways.

The Canadian Pacific Railway and the Canadian National Railways (Canadian Northern, National Transcontinental and Grand Trunk Railway) have their Quebec Terminals right within Quebec Harbour.

GRAVING DOCKS

The Harbour of Quebec possesses two Graving Docks: One 600 feet long by 62 feet wide at entrance; one (new) 1,150 feet long by 120 feet wide at entrance, capable of taking the largest vessels afloat, with workshops in connection capable of executing all required repairs.

COLD STORAGE PLANT

The Commissioners have a modern Cold Storage Warehouse, with Fish House and Power House.

The Main Warehouse has a capacity of 500,000 cubic feet, and the Fish House, which is thoroughly equipped for the freezing of fish, has a storage capacity of 1,000,000 lbs.

QUEBEC HARBOUR COMMISSIONERS

Quebec, February 15th, 1926.

The Honourable P. J. A. Cardin,
Minister of Marine & Fisheries,
Ottawa.

Sir,

In compliance with the requirements of the Act 62-63 Victoria, chapter 34, section 46, the Quebec Harbour Commissioners have the honour to submit herewith their annual report of operations for the year ended December 31st, 1925, embracing a full account of all the moneys by them received and disbursed, and describing the Harbour improvements made and under way, and in general, the movement of traffic during the year under review.

I have the honour to be,

Sir,
Yours respectfully,

W. GERARD POWER,
President.

QUEBEC HARBOUR COMMISSIONERS

Report for the Year 1925

February 15th., 1926.

To the Hon. P. J. A. Cardin,
Minister of Marine & Fisheries,
Ottawa.

Sir:—

The Quebec Harbour Commissioners have the honour to present the following report on the operations of the Harbour during the year ending December 31st., 1925, which, they trust, will be found satisfactory.

A review of the statistics of the different Departments of the Commission, shows a satisfactory increase over the preceding years, in the volume of freight handled at this Port, both as regards the Export and Import Traffic.

The season of navigation opened on March 25th. when the SS. "GASPESIA" left for the North shore of the St. Lawrence River.

On April 13th., the SS. "WABANA" arrived in Port from Sydney, C. B.

The SS. "AIRDALE" was the last Ocean-Going Steamer to leave for sea, on December 19th., 1925.

The Port was, therefore, open for business for a period of nine months during the year.

During the year under review, the Commissioners have kept the docks and plant in good working condition, and repaired the damages caused to their Grain Elevator and Shed 29 by the severe earthquake which occurred on February 28th. last.

The Commissioners have also given special attention to the promotion of the shipping trade and more especially with regard to the export of grain and cattle.

The present facilities at Shed 27 have been more extensively used during last season for shipments of livestock, which

aggregated 9,139 heads as against 1,505 heads during the season of 1924.

The prospects for future shipments during next season are very promising, and in order to comply with the urgent requests of the cattle shippers, the Commissioners will increase, this year, their present facilities by equipping the balance of Shed 27 in a similar manner as the first section. At the opening of navigation next spring, 2,000 heads of cattle will be accommodated easily at the same time in Shed No. 27.

The grain shipments have been about the same as last year, but from information presently available, this trade will receive, during next season, a greater impetus than in former years.

In order to overcome the principal obstacle which has, in the past, prevented a greater use of our Port by shipping interests, the Commissioners, on August 12th., 1925, have made an application to the Board of Railway Commissioners for a re-adjustment of the Railway Freight Rates, taking advantage of the Legislation adopted by the Parliament of Canada at its last session, authorizing the Railway Commission to determine and enforce just and reasonable rates to the different localities in Canada having due regard to the needs of the country's agricultural and other basic industries.

The trade of the Port of Quebec has suffered in the past and is still suffering from unfair and discriminatory tariff which prevented it from enjoying its share of the traffic originating in this Country.

The main items of the Commissioners' case are the following:

(a) Competitive rate over the National Transcontinental Railway from Winnipeg, Port Arthur and Fort William to Quebec in summer, and St. John and Halifax in winter;

(b) Equalization of rate from the Georgian Bay Ports on export grain and flour to Quebec and Montreal, in view of the fact, amongst others, that the ocean rate is the same from Montreal or Quebec, and that the present Railway differential is detrimental to the trade via Canadian Ports and discriminatory to Quebec. The Commissioners contend that it is not in the national interest that such a large proportion of our grain be allowed to travel via American Railways and vessels through American Ports, and that competitive Railway rates to Quebec will help to recover the trade to the Canadian routes;

(c) The Commissioners also ask the Board of Railway Commissioners for the equalization of rates on export goods originating from Toronto and points West of Toronto, taking the same ground that the ocean rates being the same from Montreal and Quebec, the Railway rates must be the same to either Ports.

It is expected that the Commissioners' application will be heard during the course of March next, and the Commissioners are confident that their just claim will receive the favourable consideration which it deserves.

As mentioned in last year's report, the Commissioners have applied to the Parliament of Canada, at its last session, to be granted the necessary monies to enable them to construct and equip new facilities in the Port of Quebec for the accommodation of vessels of a large draught.

The Commissioners are pleased to report that by Act of Parliament 15-16 George V, Chap. 51, sanctioned on June 27th. 1925, a sum of \$5,000,000.00 has been voted to be advanced to the Commissioners to construct terminal facilities in the Harbour of Quebec, as per plans and specifications approved by Order-in-Council.

On August 13th. 1925, the Commissioners have entered into a contract with the Northern Construction Co. Ltd., & J. W. Stewart, to carry out some of the works called for by the plans and specifications above referred to, the said works consisting of the necessary dredging operations, the construction and placing in position of cribs, and building of a concrete bulkhead superstructure over the crib work.

These works were started in the fall of 1925 and will be completed in November 1928.

The construction of the Commissioners' Cold Storage Plant which was started in the fall of 1923, has been completed early last year, and the plant has been in full operation since the 1st. of May 1925.

The main Warehouse has a capacity of 500,000 cubic feet and the Fish House, which is thoroughly equipped for the freezing of fish, has a storage capacity of 1,000,000 lbs.

The operation of the Cold Storage plant has given full satisfaction, and the quantity of perishable goods handled during last season, has justified its construction.

The Commissioners regret to record the death, on June 13th. 1925, of Mr. John Stain, Chief Clerk and Grain Accountant, who had been in the employ of the Harbour Commission during 27 years. The late Mr. Stain was of the best type of public employee, skilled in his business, and his demise will be sincerely regretted.

Following the resignation of Brigadier-General T. L. Tremblay, C.M.G., D.S.O., as Commissioner, Mr. J. Boutin Bourassa was appointed to replace him on the Board of the Quebec Harbour Commission, on September 14th. 1925.

The Commissioners were pleased to express to General Tremblay their full appreciation of the invaluable services rendered during his tenure of office as Harbour Commissioner. His wide experience as engineer, and also his full knowledge of the shipping and transportation problems, have been at all times a great asset to the Commission.

Brigadier-General Tremblay deserves also great credit for the work he has accomplished in preparing the general plans for the new Harbour developments at Wolfe's Cove Terminals.

In order to secure for the Board the continuity in the ideas which underlie the general plans of these new Harbour developments, the Commissioners have been pleased to retain his services as General Manager and Chief Engineer of the Commission.

CONSTRUCTION AND MAINTENANCE WORKS

The annexed Chief Engineer's report contains information regarding all matters coming under his supervision in connection with the Harbour works in general, and the various additions, alterations and repairs made to the Commissioners' properties during the year.



View showing the SS. "EMPRESS OF FRANCE", of the Canadian Pacific Steamships Ltd., docking at Quebec.

SUMMARY OF THE OPERATIONS OF THE DIFFERENT DEPARTMENTS OF THE COMMISSION DURING 1925, AS COMPARED WITH THE YEAR 1924

Revenue

Revenue in 1924.....	\$ 568,627 77
Revenue in 1925,.....	568,533 25
Decrease in 1925.....	\$ 94 52

Operating Expenditures

Expenditure in 1925.....	\$ 484,670 36
Expenditure in 1924.....	397,078 18
Increase in 1925.....	\$ 87,592 18

The surplus of Revenue over Operating Expenditure for 1925, has been \$83,862.89.

MOVEMENT OF VESSELS (Ocean and Coasting)

From the Sea, Montreal and the Great Lakes.

1925,.....	957 vessels
1924,.....	668 "
Increase in 1925.....	289 "

Total tonnage in 1925,.....	3,897,576 tons
Total tonnage in 1924,.....	2,460,311 tons Reg.

RAILWAY TRAFFIC DEPARTMENT

Cars handled in 1925,.....	30,587 cars
Cars handled in 1924,.....	29,548 "
Increase in 1925,.....	1,039 "

GRAIN ELEVATOR

Grain received in 1924,.....	5,265,829 bushels
Grain received in 1925,.....	5,177,659 “
	<hr/>
Decrease in 1925,.....	88,170 “
Grain delivered in 1925,.....	4,837,986 bushels
Grain delivered in 1924,.....	4,540,616 “
	<hr/>
Increase in 1925,.....	297,370 “

There remained in the Elevator at December 31st, 1925: 1,406,519 bushels of grain, as against 1,066,846 at the end of December, 1924.

IMPORTS AND EXPORTS (Ocean and Coasting Vessels)

Imports

	1924	1925
Grain received.....	157,975 tons	155,330 tons
Coal.....	246,227 “	353,386 “
Fuel Oil.....	90,027 “	99,350 “
Other cargo.....	100,385 “	78,098 “
	<hr/>	<hr/>
	594,614 tons	686,164 tons
	1924	1925
Lumber and timber. 2,876,504 F. B. M.		10,099,686 F. M. B.

Exports

	1924	1925
Grain delivered.....	136,218 tons	145,140 tons
Other cargo.....	69,566 “	93,368 “
	<hr/>	<hr/>
Totals.....	205,784 tons	238,508 tons
	1924	1925
Lumber and timber. 10,472,012 F. B. M.		12,821,961 F. B. M.
Cattle.....	1,505 heads	9,139 heads

IMMIGRANTS

Landed in 1924..... 66,981 Landed in 1925..... 47,306

VISITS OF WARSHIPS

During the course of last year's navigation season, the British Atlantic and West Indies Squadron, composed of the H.M.S. "CALCUTTA" and the H.M.S. "CONSTANCE", and also the H.M.S. "WISTARIA" and the H.M.S. "VALE-RIAN", paid their annual visit to this Port.

The "VILLE D'YS", light cruiser of the French Navy, Atlantic and Iceland Service, also came to Quebec during last summer.

On the occasion of these visits, special entertainments were arranged for the officers and men of these warships.

To this report are annexed the various statements and reports containing the information yearly forwarded to your Department in connection with the Harbour, and also a comparative statement of the Commissioners' accounts for the year 1925.

I have the honour to be,

Sir,

Your obedient servant,

CHARLES SMITH,
Secretary-Treasurer.

CHIEF ENGINEER'S REPORT

Quebec, January 2nd, 1926.

Mr. CHARLES SMITH,
Secretary-Treasurer,
Harbour Commission, Quebec.

Dear Sir:—

I have the honour to submit the following Annual Report for 1925, covering works of new construction and Improvement in the Port of Quebec.

Dredging:—From soundings and the use of the “Detector” it was found that considerable silting had taken place in the dredged channel of the estuary of the St. Charles River. In order to maintain a minimum depth of 35 feet at Low Water the Commissioners Dredge No. 2 worked in this channel during the past Season from May 28th to September 11th.

The quantity of materials removed consisting of sand and mud amounted to 293,090 cubic yards or a daily average of 3,531 cubic yards.

Cold Storage Plant:—The construction of this plant started in the Fall of 1923 was completed in April this year, and has been in operation since the first of May. No trouble has been experienced with the machinery, and the whole plant is working smoothly and economically. The quantity of perishable goods already received and delivered justify in my estimation, the construction of this plant.

Independent Fire Protection System:—This fire protection system started in the Fall of 1924 was completed in May this year. It consists of a 12" cast iron main, running parallel to our main highway, on the Louise Embankment, from which branches of 10" and 6" cast iron pipes controlled by valves run off to eighteen hydrants located at selected points. The water is pumped from the inner basin by a 300 H.P. motor-driven centrifugal pump capable of delivering 2,000 gallons per minute.

In June the system was tested officially in the presence of representatives from the Canadian Fire Underwriters, and City Fire Department with highly satisfactory result.

A test is carried out weekly to insure that the system is functioning well.

Light and Power Supply:—On the 16th of February, our contract with the Quebec Power Company for the supply of power came into force. From that date all electrical power has been supplied in bulk by the Company at our Power House, and the distribution is done by the Commissioners. A greater efficiency and economy has resulted from this change as shown on the yearly statement comparing cost of power and lighting for 1925 with previous years.

Grain Elevator No. 2:—Considerable damage was caused to this Grain Elevator by the earthquake of February 28th last, the Workinghouse having been separated from the storage bins at each end. This has been repaired by placing steel bents under the East and West walls and under gallery of bin floor.

The concrete bin floor between Working-House and East Annex has been replaced by a mill construction floor on steel girders, as being lighter and more flexible.

The roof beams in the car sheds on both sides of Working-House have been supported by steel posts, at the inside ends, as the earthquake had pulled them loose from the walls.

Due to the increase of local grain requirements, an extra bagging platform was erected on the Ground Floor of the Working-House. In addition to the platform some 3,500 square feet of concrete was laid in yard outside of the house to facilitate the movement of teams hauling the bagged grain.

Shed No. 29:—This Shed was also considerably damaged by the earthquake, more especially the roof and northern wall of the western bay.

It was decided to replace the small pedestals supporting the columns of the north wall, by a large reinforced concrete slab, renew the platform along the north face and replace the Seigwart beam roof in the sections adjacent to the walls with a mill construction roof.

A contract was let for the work and work was commenced in November.

The excavation of the space necessary to place the slab and the removal of the useless concrete wall and pedestals has been done and the concrete started.

The two sections of the roof next to the walls have been taken down and replaced with a mill construction roof.

This improvement will render the Shed more secure although it is not expected to stop entirely the settlement along the north wall of the Shed.

Atkinson's Wharf:—To meet the requirements of the Fish trade, this wharf, which is adjacent to the Fish House, was rebuilt with 12" x 12" B. C. Fir, from two or three feet below High Water and raised an average of two feet. The entire surface of the wharf is being paved with concrete.

A slip-way has been constructed on the South Side of this wharf to accommodate the Island of Orleans Ferry during the Winter months, and an inclined gangway constructed for use at all stages of the tide.

Railway Lines:—An additional railway track has been placed on Prince of Wales Street to accommodate merchants located on that street; and an additional siding track placed between the Main Cold Storage and Power Houses.

Cattle Depot:—Six additional pens have been constructed in the Cattle Depot (Shed No. 27) and minor improvements made for the accommodation of this trade.

Twenty shipments of cattle totalling 9,129 heads have been handled through this depot during the past Season, the SS. "CARMIA" on October 17th taking a record load of 1,114 heads.

Indian Cove:—Very little work was done to the Long Wharf during the past Season, a small section of wharf being brought to coping level and some stone filling placed.

Wolfe's Cove Terminals:—The outside preliminary work consisting of surveying, soundings, rock excavation and quarrying was discontinued at the end of March.

The new Office was completed and occupied February 24th.

Plans and specifications were completed and a contract given to the Northern Construction Company & J. W. Stewart for the dredging, crib building and filling of the first section, on the 13th of August. Work was started shortly afterwards.

A launchway and trestle serving it, for the construction of the cribs, is nearly completed.

The Contractors have dredged 71,163 cubic yards in the approach channel to the crib seats, and have prepared the site near the launchways for a storage yard, and the erection of shops, offices, etc., required in the execution of their contract. They have delivered on the ground 2,645,709 f.b.m. of B. C. Fir destined to the construction of the cribs.

The Harbour Commissioners commenced in August the building of the riprap bank for the retention of the "Fill" at the west end of the work.

An equipment of small cars and rails was purchased for this work which has reduced the cost materially.

A 4' x 4' reinforced concrete Culvert has been built to carry the small creek at Wolfe's Cove through the fill.

The survey party has been employed at verifying the soundings, establishing marks for dredging, looking after lines and levels for the various work, as well as the preparation of plans, cross-sections, etc.

Victoria Quarry:—The quarry was re-opened and approximately 5,000 cubic yards of stone was quarried, to be used in the filling of the cribs and for protection of the crib launchway against the ice.

General Improvements:—Works of minor importance carried out during the year were as follows:

Paving the central section of Shed No. 25 with 3" deals.

Completion of refacing of cribwork of north wall in Inner Basin and paving of dock surface.

The construction of three 8 feet diameter floating fenders.

Centralization of heating systems of Machine Shop, Carpenter Shop, Grain Elevator, Power House and Pump Pit by connection with steam boiler in Power House, thus eliminating many wood burning stoves.

Paving the wharf surface on north side of Outer Basin at berth No. 20 with 3" deals.

Raising and reblocking of south side of Shed No. 20 and paving outside platform.

The Commissioners plant and property has been maintained in good working condition.

The Cross-Wall Bridge was operated for the first time during the past Season on April 6th and for the last time on December 12th.

The water was retained in the Wet Dock for the first time during 1925 on April 22nd, and for the last time on December 9th.

I have the honour to be,

Yours very sincerely,

T. L. TREMBLAY,
General Manager and Chief Engineer.

HARBOUR MASTER'S REPORT

Quebec, December 31st, 1925.

CHARLES SMITH, K.C., Esq.,
Secretary-Treasurer,
Quebec Harbour Commission,
QUEBEC.

Sir:—

I have the honour to submit the following report for the year 1925:

January 31st, the C. G. SS. Ice-Breaker "Mikula" and "Lady Grey" employed during the month in ice patrol duties, below and above the port.

February 10th, the Quebec & Levis Ferry Service interrupted on account of the great quantity of thick drifting ice in the river. February 12th Ferry Boats resume services as usual, ice clearing away.

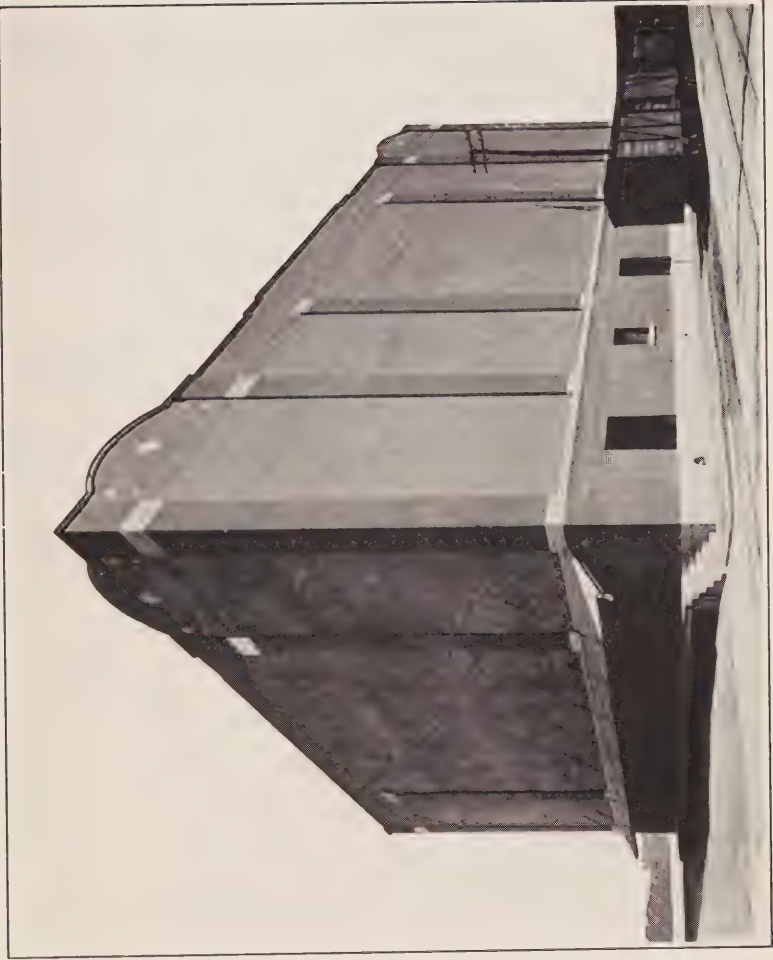
February 18th, C. G. SS. "Mikula" left port for Lower St. Lawrence, via Golf Ports.

March 1st, "Mikula" arrived from North Shore.

March 25th, the SS. "Gaspesia" of the Clarke SS. Co. left port for the North Shore. First departure of the season for lower St. Lawrence.

March 29th, the Schooner "Amedée T." arrived in port from Tadousac. First sailing Vessel to arrive this season.

April 7th, the SS. "Gaspesia" arrived from North Shore. Opening of the navigation, Lower St. Lawrence.



Q. H. C. Cold Storage Warehouse

April 9th, Harbour Commissioners Tug "Aviso" employed in breaking the ice in the inner Louise Basin.

April 11th, The C. G. Ice-Breaker "Mikula" arrived from Three Rivers. Main Ship-Channel Montreal-Quebec, open to navigation.

April 12th, the C. G. SS. "Mikula" left port for Lower St. Lawrence and Cabot Strait, on ice patrol duties.

April 13th, The SS. "Wabana" arrived in port from Sydney, C. B. 1st arrival from that port for the season. April 14th the "Wabana" left for Montreal.

April 14th, the Lower St. Lawrence Light Vessels left this a.m. to take their respective positions for the coming season.

April 15th, the St. Lawrence River clear of all ice, from Montreal to Father Point.

April 17th, the C. G. SS. "Druid" left to place the buoys down river.

April 18th, the SS. "Saguenay" of the Canada SS. Lines arrived from Montreal. First arrival from that port this season.

April 25th, the Canadian Pacific SS. "Marburn" arrived in port from Glasgow. First Transatlantic Liner to arrive this season, at this port.

April 26th, the Cunard Liner SS. "Aurania" arrived in port from Liverpool.

May 3rd, the SS. "Letitia" of the Anchor-Donaldson Line, arrived in port on her maiden voyage to the St. Lawrence Waters.

June 1st, the SS. "Ascania" arrived in port from Cherbourg on her maiden transatlantic voyage. This Ship is one of the new palatial passenger-carrying vessels of the Cunard Line, an addition to their splendid fleet of Sea-Going Steamers.

June 2nd, the H. M. S. "Wistaria" of the Canadian Navy, arrived in port from Montreal, on her annual cruise to the St. Lawrence waters. June 6th, "Wistaria" left for Halifax.

June 26th, Field Marshall Sir Douglas Haig arrived at this port, on board the Anchor-Donaldson Liner "Letitia", and landed with suite at Shed No. 29.

July 18th, the "Ville d'Ys", light cruiser of the French Navy, Atlantic and Iceland Service, arrived at this port on her annual visit. Commander Perrier of the French Navy in Command. July 26th, the "Ville d'Ys" left for Bay Ellis, Anticosti.

August 2nd, the SS. "Alaunia", one of the magnificent up-to-date Transatlantic Liners of the Cunard Line, arrived at this port from Liverpool on her maiden voyage, and berthed at the Company's Pier, St. Charles River.

September 4th, the H. M. S. "Valerian" arrived in port and remained until September 8th, when she left for Montreal.

September 10th, the H. M. S. Atlantic and West Indies Squadron, composed of the "Calcutta" and "Constance" arrived in port on their annual visiting tour to the St. Lawrence waters. Admiral Sir James Ferguson in Command.

October 5th, the C. G. SS. "Arctic" arrived from Northern cruise.

November 25th, the Canadian Pacific Liners SS. "Empress of Scotland", and "Montnairn" left port on their last sailings for the season. The "Scotland" sailed for New York to take her annual Round-the-World Cruise, and the "Montnairn" proceeded to Liverpool.

November 28th, the SS. "Canada" of the White Star Dominion Line left port for Liverpool, being the last passenger Liner to depart this season.

December 9th, the Lake Steamer "Robert W. Pomeroy" left port for Montreal, being the last vessel to sail for that port this season.

December 10th, the SS. "Wittington" left port at 9.30 a.m. grain laden, bound for Liverpool, England.

December 15th, owing to a sudden fall of the temperature, ice in the Inner and Outer Basin, was forming very quickly, and Tugs had to be employed to break the ice, to place the wintering vessels into their winter quarters.

December 19th, the SS. "Airdale" left port for sea, being the last sea-going steamer to leave port this season.

December 21st, all the steamers of the coasting fleet, and the Government Steamers employed in different services, are all placed into their proper winter quarters, for the winter months.

December 28th at 10.00 a.m. the C. G. S. Ice-Breaker "Montealm", left for North Shore, and Anticosti Island.

I beg to state that there has been a great increase in the number of Vessels and tonnage to this port, in comparison with the previous years. The Cunard Line during the last season had three palatial steamers in addition to their fleet of Transatlantic Liners plying between European ports and the St. Lawrence.

The Clarke SS. Co. have last season inaugurated a new service, between the St. Lawrence ports, and Newfoundland with two splendid steamers, thus increasing the tonnage in the coasting trade by a very large margin, to the benefit of this port.

The Quebec & Levis Ferry Co. Ltd. had two splendid new Ferry-Boats built in England this year, and they were put into service during the summer, after successfully crossing the Atlantic Ocean. These two new boats are very strongly built, and equipped with the latest improvements to suit the trade for which they were built.

A new service was also inaugurated between Quebec and the Island of Orleans, with a splendid new boat, built at Lauzon by the Davie Shipbuilding Co. Ltd. This new boat proved to be a success, and the new service was much appreciated by the public in general.

Your obedient servant,

A. LANDRY,
Harbour Master.

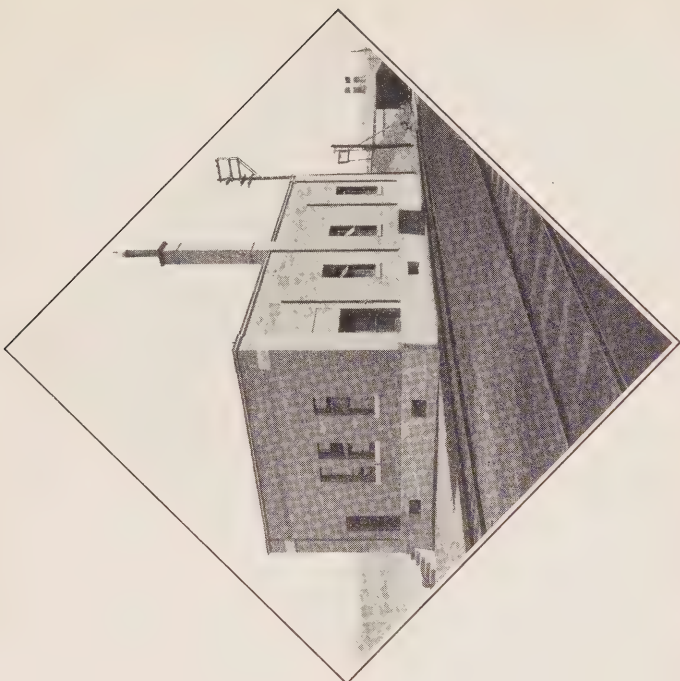
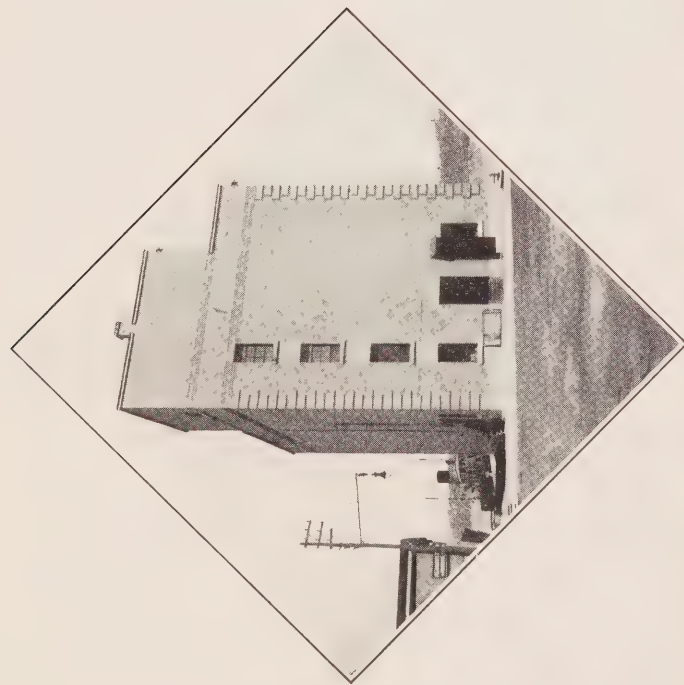
**PORT OF QUEBEC—SUMMARY OF GROSS TONNAGE
AND NUMBER OF VESSELS ARRIVING AND
DEPARTING DURING 1925**

	Vessels	Tonnage
Coasting Vessels Inward from Sea...	198	207,873 Tons.
Coasting Vessels from Montreal and Great Lakes.....	274	596,053 “
Ocean Steamers Inward from Sea....	485	3,093,650 “
Ocean Steamers outward for Sea via Montreal and Quebec.....	477	3,048,801 “
Totals.....	1434	6,946,387 Tons.

Total Gross Tonnage Inwards and
Outwards for 1925.....6,946,387

**PORT OF QUEBEC (LEVIS) SUMMARY OF NET
TONNAGE AND NUMBER OF VESSELS
ARRIVED DURING 1925**

Vessels	Tonnage
87	126,097



Q. H. C. Fish Freezing and Storage House, and Cold Storage Power House.

RECORD OF ARRIVALS AND DEPARTURES AT THE PORT OF QUEBEC, 1925

	COASTING VESSELS				SEA-GOING VESSELS				Total	Gross Tonnage per month
	From Seawards		From Montreal and Great Lakes		INWARDS		OUTWARDS			
	No. of Vessels	Gross Tonnage	No. of Vessels	Gross Tonnage	No. of Vessels	Gross Tonnage	No. of Vessels	Gross Tonnage		
MONTHS										
March.....	14	12,863	15	29,791	8	58,725	7	51,777	37	101,379
April.....	27	21,380	27	64,890	63	437,074	63	437,074	117	523,344
May.....	20	18,475	38	74,493	70	454,918	68	443,006	128	547,886
June.....	23	20,197	50	113,182	65	417,206	64	413,978	138	550,585
July.....	29	30,530	50	114,336	65	413,567	61	398,585	144	558,633
August.....	27	28,335	40	95,457	76	460,782	76	455,411	143	584,574
September.....	22	24,463	26	58,456	72	449,468	75	461,015	120	532,387
October.....	24	33,605	22	37,718	62	391,441	60	381,277	108	462,764
November.....	12	18,025	6	7,530	4	10,469	3	6,678	22	36,024
December.....	198	207,873	274	596,053	485	3,093,650	477	3,048,801	957	3,897,576
Totals.....										

Total Tonnage for the Season 1925: 3,897,576

WHARFINGER'S REPORT

Quebec, January 3rd, 1926.

CHARLES SMITH, Esq.,
Secretary-Treasurer,
Quebec Harbour Commissioners,
QUEBEC.

Sir:—

I beg to submit the following with reference to the traffic on the St. Charles Docks and Wharves showing the amount and description of cargo landed and shipped from the Docks during the season of 1925:

INWARDS:

32,317	Tons	General Cargo
1,008	"	Earthenware
8	"	Anchors
6,838	"	Molasses
9,666	"	Salt
385	"	Grindstone
1,254	"	Phosphates
366	"	Steel Bars
392	"	Glass
12	"	Whiting
1,091	"	Sugar
9	"	Granite
51	"	Earthen Pip
65	"	Fire Clay
489	"	Pig Iron
1,849	"	Rags
7	"	Steel plates
2,146	"	Bricks
741	"	Liquors
268	"	Onions
434	"	Canned Fish
50	"	Peanuts

99,350	Tons	Fuel Oil
15,198	"	Sulphur
1	"	Zinc
1,389	"	Rails
297	"	Alumino Ferric
220	"	Machinery
13	"	Iron Pipes
12	"	Linoleum
166	"	Rice
5	"	Cement
66	"	Wood Pulp
1,014	"	Asbestos
161	"	Potash
63	"	Tea
9	"	Iron
38	"	Grapes

Total: 177,448 Tons

62,000	F.B.M.	Lumber
10,037,686	"	B. C. Fir.
268,926	Tons	Bituminous Coal
19,310	"	Scotch Bituminous Coal
27,715	"	Scotch Anthracite Coal
35,096	"	American Anthracite Coal
2,339	"	Coke

5,177,659	Bushels	Grain
11,571	"	Corn in bags landed in Shed No. 19.

5,189,230 "

OUTWARDS:

11,437	Tons	General Cargo
837	"	Paperboard
9,341	"	Paper (Reeled)
25,972	"	Asbestos
7,167	"	Flour
3,901	"	Lard
10,121	"	Meats
1,329	"	Scrap Rails
5	"	Cotton

478	Tons	Dry Cod Fish
7	"	Metal
15,533	"	Zinc Concentrates
2,723	"	Lead "
1,098	"	Hay
107	"	Butter
3	"	Nickel
1,733	"	Apples
44	"	Cheese
39	"	Rubber boots
578	"	Wood Pulp
223	"	Sugar
45	"	Frozen Fish
391	"	Automobiles
31	"	Concrete Mixers
47	"	Pears
163	"	Maple Strips
15	"	Eggs

Total: 93,368 "

284,982	F.B.M.	Spoolwood
7,011,705	"	Lumber
5,525,274	"	Timber

9,139 Heads Cattle
4,837,986 Bushels Grain

LOWER PORT STEAMERS

INWARDS:

5,004 Tons General Cargo.

OUTWARDS:

13,889 Tons General Cargo.

146,000 F. B. M. Dressed Lumber.

QUEBEC-MONTREAL

INWARDS-:

18,866 Tons General Cargo.

OUTWARDS:

3,764 Tons General Cargo.

The Canadian Import Company have 23,000 tons of coal stored on the space rented to them.

The Dominion Coal Company have 7,000 tons of coal stored on the space rented to them.

There are wintering on Louise Docks, lumber, laths, coal, timber, shingles, etc.

There are stored in the different sheds, spoolwood, salt, lumber, fertilizers, etc.

The Docks are occupied during the winter months by vessels of various tonnages, where they find safe quarters until the opening of navigation.

I have the honour to be,

Sir,

Your obedient servant,

A. Le THELLIER,
Wharfinger.

ELEVATOR SUPERINTENDENT'S REPORT

Quebec, January 1st, 1926.

Mr. CHARLES SMITH,
Secretary-Treasurer,
Quebec Harbour Commissioners.

Dear Sir:—

I beg to submit the following annual report of the Harbour Commissioners Elevator No. 2 for the Season of 1925.

The total amount of grain being as follows:

GRAIN RECEIVED

In store at end of year 1924.....	1,066,846	Bus.
Wheat.....	2,957,081	Bus.
Corn.....	364,484	"
Oats.....	1,819,172	"
Barley.....	2,684	"
Rye.....	34,238	"
<hr/>		
Total.....	6,244,505	Bus.

GRAIN DELIVERED

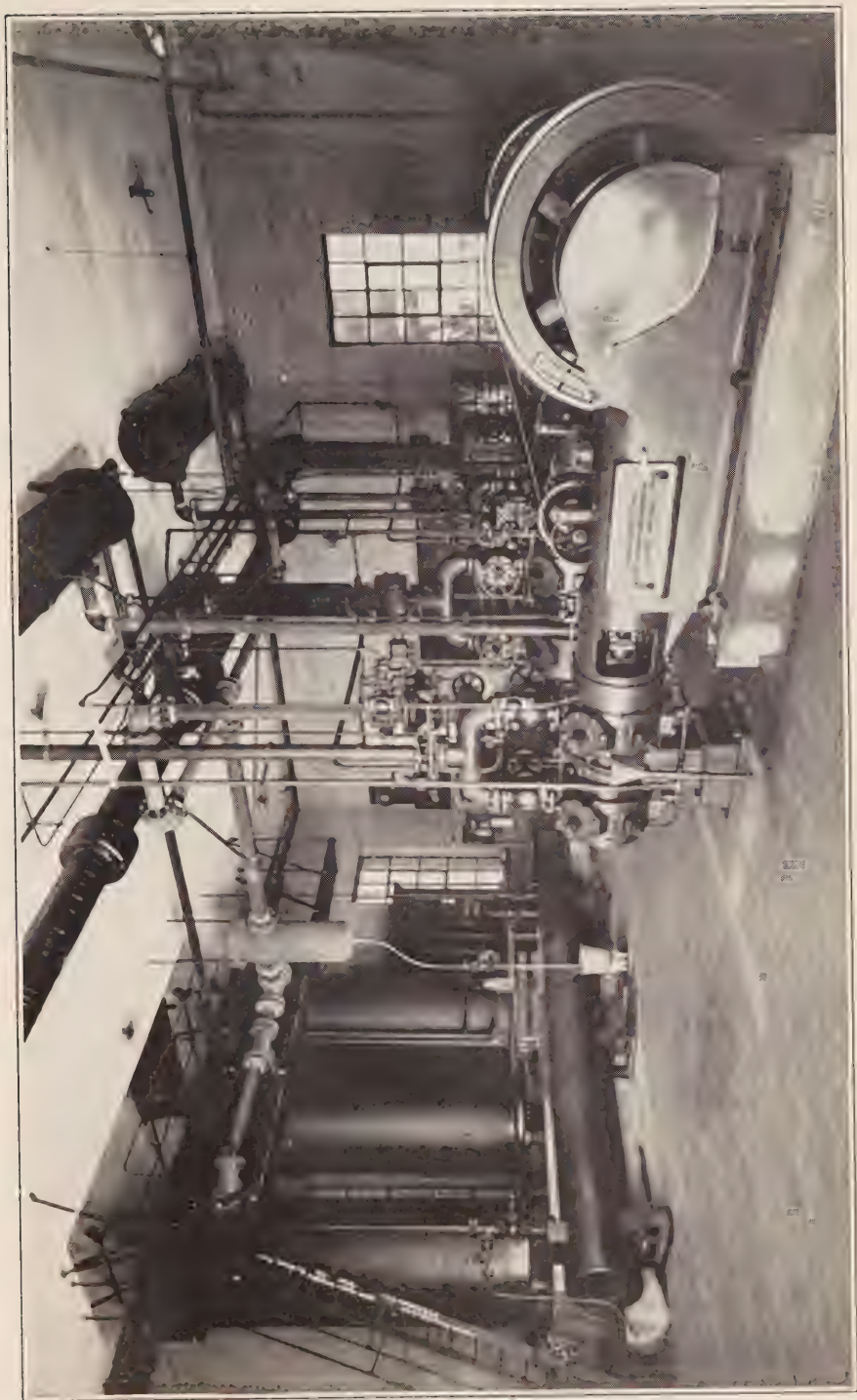
By Conveyors.....	2,456,288	Bus.
By Cars.....	639,099	"
By Bags.....	1,742,599	"
		4,837,986 Bus.

In store December 31st 1925.....1,406,519 Bus.

From the total of Grain delivered 2,381,698 Bus. were local deliveries, of which amount 520,459 Bus. were recleaned.

Respectfully submitted,

H. PETERSON,
Superintendent.



View showing Condensers and Compressors in Power House of Q. H. C. Cold Storage Plant.

TRAFFIC MANAGER'S REPORT

Quebec, 31st December 1925.

Mr. CHARLES SMITH,
Secretary-Treasurer,
Harbour Commission, Quebec.

Dear Sir:—

I beg to transmit for the information of the Commissioners a report of the operation of the Traffic Department during the year 1925.

Loaded cars received.....	6,475	
Loaded cars forwarded.....	9,522	
	<hr/>	15,997
Empty cars received.....	8,866	
Empty cars forwarded.....	5,724	
	<hr/>	14,590
	<hr/>	
Total number of cars handled.....		30,587

Loaded passenger, mail and baggage cars handled: . .	2,206
	<hr/>
Total number of coal cars handled.....	4,878
	<hr/>

The Commissioners' four locomotives are being cared for by the staff in our shop.

Your obedient servant,

L. FORTIN,
Traffic Manager.

REPORT OF THE MANAGER OF THE COLD STORAGE WAREHOUSE

Quebec, December 31st, 1925.

Mr. CHARLES SMITH,
Secretary-Treasurer,
Harbour Commission, Quebec.

Dear Sir:—

I beg to submit as follows my annual report with regard to the principal commodities stored in the Commissioners' Cold Storage Warehouse since it was put in operation, on the first of May, 1925.

Apples.....	14,535 Barrels and Boxes.
Other fruits.....	11,422 Boxes
Vegetables.....	593,007 lbs.
Meats.....	189,186 lbs.
Frozen and salted fish.....	1,324,843 lbs.
Eggs.....	141,150 Doz.
Frozen eggs.....	40,265 lbs.
Butter.....	181,688 lbs.
Groceries.....	289,029 lbs.
Small fruits, (Strawberries, etc)	288,900 lbs.

The refrigerated portion of the Cold Storage Warehouse has been filled to capacity, while a quantity of goods has also been stored in the portion which is not refrigerated.

I beg to state that the Fish House has exceeded all expectations with regard to the Freezing of Fish, and it has been possible to eliminate the decrease in the weights which is generally experienced in all Freezing Warehouses of this kind.

I am pleased to report that no claims have been received in that respect.

Your obedient servant,

A. H. DEROME,
Manager.

COMPARATIVE STATEMENT OF THE ACTIVITIES OF THE PORT OF QUEBEC FOR THE PAST FIVE YEARS

REVENUE AND EXPENDITURE

Revenue

Revenue in 1921	.....\$	387,323	91
“ “ 1922	.....	376,455	65
“ “ 1923	.....	407,116	31
“ “ 1924	.....	568,627	77
“ “ 1925	.....	568,533	25

Operating Expenditure

Expenditure in 1921	.....\$	335,303	17
“ “ 1922	.....	309,361	23
“ “ 1923	.....	379,826	37
“ “ 1924	.....	397,078	18
“ “ 1925	.....	484,670	36

The surplus of Revenue over the Operating Expenditures for 1925, has been \$83,862.89.

MOVEMENT OF VESSELS (Ocean and Coasting)

From the Sea, Montreal and the Great Lakes

1921	.....	535	vessels
1922	.....	494	“
1923	.....	522	“
1924	.....	668	“
1925	.....	957	“

RAILWAY TRAFFIC DEPARTMENT

Cars handled in 1921.....	28,404 cars
“ “ 1922.....	26,055 “
“ “ 1923.....	28,232 “
“ “ 1924.....	29,548 “
“ “ 1925.....	30,587 “

GRAIN ELEVATOR

Grain recived in 1921.....	5,611,244 bus.
“ “ 1922.....	3,675,340 “
“ “ 1923.....	5,679,277 “
“ “ 1924.....	5,265,829 “
“ “ 1925.....	5,177,659 “

Grain delivered in 1921.....	5,548,091 bus.
“ “ 1922.....	3,602,728 “
“ “ 1923.....	5,618,679 “
“ “ 1924.....	4,540,616 “
“ “ 1925.....	4,837,986 “

IMPORTS AND EXPORTS

Imports

1921...	467,150 tons		
1922...	499,620 “		
1923...	643,912 “		
1924...	594,614 “	plus 2,876,504 F.B.M. Lumb. & Timb.	
1925...	686,164 “	“ 10,099,686 F.B.M.	“ “

Exports

1921...	216,045 tons, plus	14,940,094 F.B.M. Lumb. & Timb.	
1922...	150,781 “ “	23,535,034 F.B.M.	“ “
1923...	272,505 “ “	16,376,598 F.B.M.	“ “
1924...	206,285 “ “	10,472,012 F.B.M.	“ “
1925...	241,554 “ “	12,821,961 F.B.M.	“ “

STATEMENT OF IMMIGRANTS LANDED AT THE PORT OF QUEBEC FROM THE YEAR 1860 TO 1925 INCLUDED

Year	Number of Immigrants	Year	Number of Immigrants
1860.....	10,150	1893.....	46,888
1861.....	19,923	1894.....	20,989
1862.....	22,176	1895.....	19,774
1863.....	19,419	1896.....	18,167
1864.....	19,147	1897.....	20,495
1865.....	21,355	1898.....	20,842
1866.....	28,648	1899.....	14,204
1867.....	30,757	1900-1901.....	23,929
1868.....	34,300	1901-1902.....	21,147
1869.....	43,114	1902-1903.....	38,068
1870.....	44,475	1903-1904.....	45,987
1871.....	37,020	1904-1905.....	60,843
1872.....	34,743	1905-1906.....	71,440
1873.....	36,901	1906-1907.....	41,537
1874.....	23,894	1907-1908.....	112,324
1875.....	16,038	1908-1909.....	44,070
1876.....	10,901	1909-1910.....	52,352
1877.....	7,743	1910-1911.....	106,621
1878.....	10,295	1911-1912.....	125,950
1879.....	17,251	1912-1913.....	136,764
1880.....	24,997	1913-1914.....	157,936
1881.....	20,238	1914-1915.....	49,431
1882.....	44,850	1915-1916.....	6,168
1883.....	45,966	1916-1917.....	6,408
1884.....	31,529	1917-1918.....	777
1885.....	17,030	1918-1919.....	287
1886.....	22,782	1919-1920.....	37,125
1887.....	32,749	1920-1921.....	65,969
1888.....	28,530	1921-1922.....	40,730
1889.....	22,091	1922-1923.....	31,717
1890.....	21,165	1923-1924.....	71,290
1891.....	23,435	1924-1925.....	66,981
1892.....	27,422	1925-1926.....	47,306
		2,485,550	

(The above list does not include Immigrants destined to the United States)

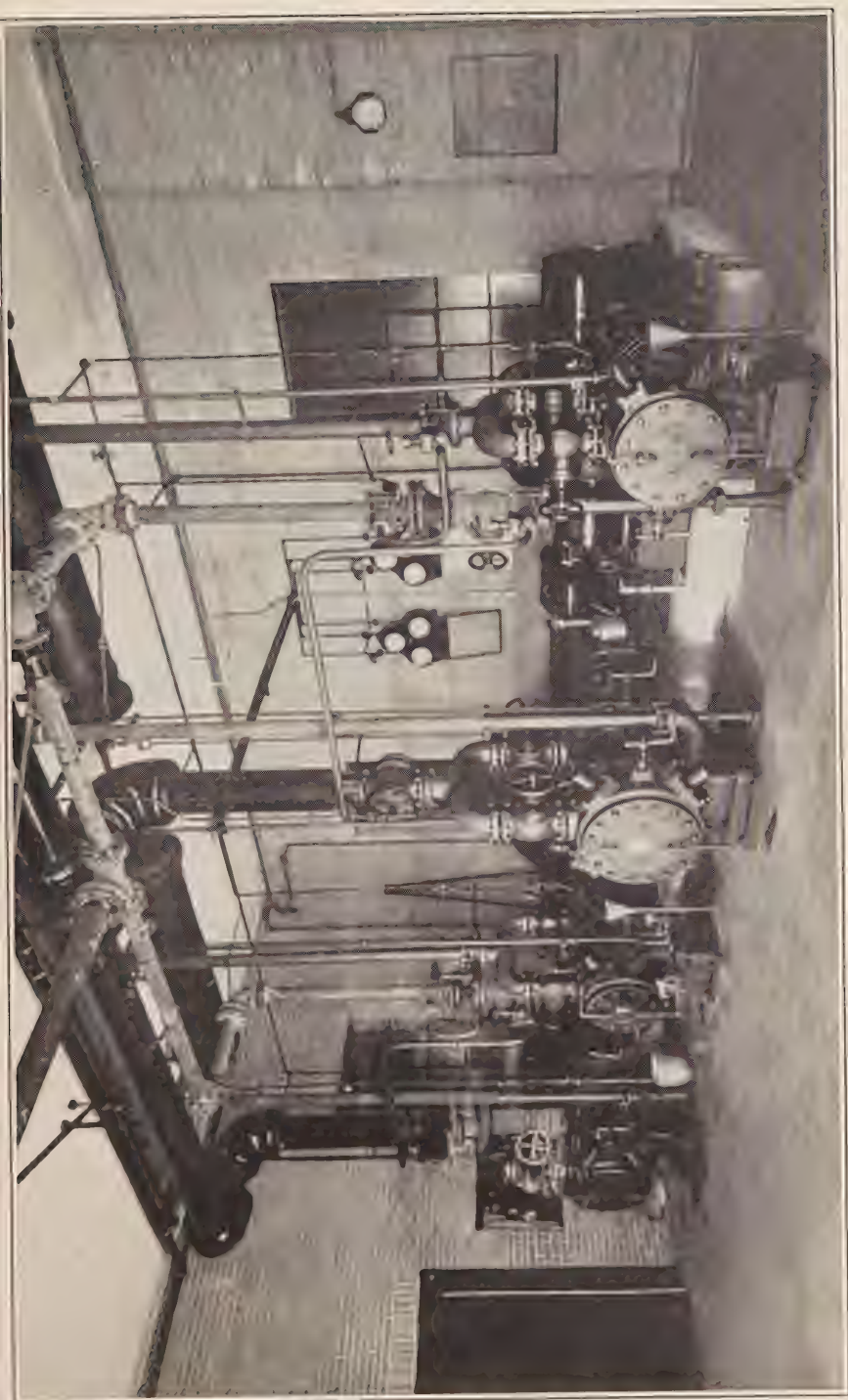
QUEBEC HARBOUR COMMISSIONERS

General Expenditure on Capital Account

Foundation under Bridge Foreman's House.....	\$	1,953	35
Boundary Fence.....		1,224	36
Slipway at Atkinson's Wharf.....		571	77
	\$	3,749	48

Quebec Harbour Commissioners' Office,
January 3rd., 1926

ERNEST H. S. WOODSIDE, CHARLES SMITH,
Comptroller. Secretary-Treasurer.



View showing the 100-ton 2 Stage Intercooled High Speed Ammonia Compressors in Power House of Q. H. C.
Cold Storage Plant.

QUEBEC HARBOUR COMMISSIONERS

Revenue Account for the year ending December 31st, 1925

Operating Receipts:		Operating Expenditures:	
Elevators.....	\$ 125,552 57	Elevators.....	\$ 75,833 15
Sheds.	6,892 25	Sheds.....	71,488 10
Freight Hoists.....	15,976 94	Freight Hoists.....	10,132 54
Harbour Railways.....	86,774 25	Harbour Railways.....	84,771 24
Floating Crane.....	3,845 30	Floating Crane.....	5,369 03
Wharfages.....	76,633 15	Wharves.....	50,208 22
Rentals.....	112,041 28	Sundry Expenditures.....	64,934 18
Sundry Receipts.....	93,511 51	Interest on Debentures.....	46,000 00
Immigration.....	47,306 00	Administration.....	75,933 90
		Surplus over year's working ex- penses.....	83,862 89
	\$ 568,533 25		\$ 568,533 25

Quebec Harbour Commissioners' Office,
January 3rd, 1926.

ERNEST H. S. WOODSIDE,
Comptroller.

CHARLES SMITH,
Secretary-Treasurer.

QUEBEC HARBOUR COMMISSIONERS

Comparative Statement of the Revenue for the years 1924 and 1925

	1925	1924	Difference	1925
Elevators.....	\$ 125,552 57	\$ 106,096 67	\$ 19,455 90	Increase
Sheds.....	6,892 25	4,861 93	2,030 32	do
Freight Hoists.....	15,976 94	10,080 10	5,896 84	do
Harbour Railways.....	86,774 25	86,718 95	55 30	do
Floating Crane.....	3,845 30	2,542 88	1,302 42	do
Wharfages.....	76,633 15	66,408 33	10,224 82	do
Rentals.....	112,041 28	118,315 38	6,274 10	Decrease
Sundry Receipts.....	93,511 51	35,332 53	58,178 98	Increase
Immigration.....	47,306 00	138,271 00	90,965 00	Decrease
	\$ 568,533 25	\$ 568,627 77	\$ 94 52	Decrease

Quebec Harbour Commissioners' Office,
January 3rd, 1926.

ERNEST H. S. WOODSIDE,

Comptroller.

CHARLES SMITH,
Secretary-Treasurer.

QUEBEC HARBOUR COMMISSIONERS

Expenditures on Capital Account on Approved Estimates out of the Vote of Parliament Under the Quebec Harbour Advances Acts 1913-1917-1922-1925

Dredging St. Charles River.....	\$	43,535	72
Cold Storage Warehouse.....		67,458	32
Improvements to Permanent Landing Sheds....		32,644	17
Light and Power Distribution Equipment.....		5,870	98
New Floating Fenders.....		5,737	94
Improvements to Grain Elevator No. 2.....		22,342	48
Re-Arrangement of tracks to Cold Storage Ware- house.....		6,764	18
Cattle Depot.....		1,712	45
Improvements to North Wall of Wet Dock.....		3,009	18
Improvements to Administration Building.....		247	79
Improvements to Atkinson's Wharf.....		21,441	22
Paving Landing Shed No. 25.....		1,514	14
Siding on Prince of Wales Street.....		5,962	74
Reconstruction of Wharf at Indian Cove.....		3,335	47
Independent Fire Protection System.....		10,662	55
Central Heating Plant.....		3,436	45
Survey Work..... Wolfe's Cove.		12,743	87
Dredging..... do		21,607	62
Borings and Soundings..... do		685	51
Excavations..... do		112,420	18
Cribs and Bulkheads..... do		140,244	79
Plant and Equipment.....		7,459	34
	\$	530,837	09

Quebec Harbour Commissioners' Office,

January 3rd, 1926.

ERNEST H. S. WOODSIDE,
Comptroller.

CHARLES SMITH,
Secretary-Treasurer.

QUEBEC HARBOUR COMMISSIONERS

Expenditure on Capital Account on Approved Estimates out of Vote No. 454.

Office Building for Engineers.....	\$	9,105	56
Survey Work.....		670	65
Soundings.....		1,503	40
Dredging.....		24,964	51
Excavation and Filling.....		185,137	01
Independent Fire Protection System.....		30,957	74
Contingencies.....		12,401	30
Cold Storage Warehouse.....		75,000	00
Improvements to Berth No. 29.....		19,995	32
Outfitting Tug "Becancour".....		4,977	03
	\$	364,712	52

Quebec Harbour Commissioners' Office.

January 3rd, 1926.

ERNEST H. S. WOODSIDE,
Comptroller.

CHARLES SMITH,
Secretary-Treasurer.

MEMORANDUM

Showing the opening and closing of Navigation in the Port of Quebec
from 1830 to 1925

Year	First Arrival of Schooner from Below	First Steamer from Montreal	First Arrival from Sea	Last Sailing for Sea
1830	April 17	April 17	December 4
1831	April 21	April 16	November 30
1832	April 29	May 4	November 30
1833	April 18	May 10	November 25
1834	April 18	May 6	November 24
1835	May 4	May 2	November 25
1836	May 11	May 11	November 26
1837	May 1	April 29	November 18
1838	April 28	May 3	November 20
1839	April 21	May 8	November 23
1840	April 19	April 25	November 29
1841	May 1	April 29	November 28
1842	April 21	May 3	November 28
1843	May 5	April 18	November 28
1844	April 24	May 3	November 23
1845	April 25	May 1	November 26
1846	April 17	April 24	November 27
1847	May 8	May 8	November 26
1848	April 6	May 1	November 21
1849	April 25	April 28	November 25
1850	April 25	April 28	November 28
1851	April 22	April 20	November 29
1852	April 30	April 15	December 4
1853	April 23	April 24	November 26
1854	May 5	April 29	November 29
1855	May 6	May 6	November 22
1856	April 27	April 20	November 23
1857	April 17	April 28	November 24
1858	April 18	April 29	November 25
1859	April 22	April 29	November 28
1860	April 26	April 28	November 26
1861	April 26	April 22	November 26
1862	April 20	April 16	November 29
1863	May 3	May 4	November 27
1864	April 25	April 27	November 30
1865	April 21	April 29	November 28
1866	April 26	April 28	December 1
1867	May 3	April 17	November 29
1868	April 28	April 23	November 28
1869	April 30	April 27	November 27
1870	April 25	April 16	December 21
1871	April 18	April 22	November 27
1872	May 6	April 30	November 26
1873	May 2	April 28	November 22
1874	May 10	April 28	November 25
1875	May 9	April 29	November 23

MEMORANDUM

Showing the opening and closing of Navigation in the Port of Quebec
from 1830 to 1925

Year	First Arrival of Schooner from Below	First Steamer from Montreal	First Arrival from Sea	Last Sailing for Sea
1876	.....	May 9	May 6	November 26
1877	.....	April 26	April 25	November 25
1878	.....	April 21	April 20	November 24
1879	.....	May 2	April 29	November 28
1880	April 30	April 30	April 30	November 27
1881	April 1	April 26	April 26	November 28
1882	April 22	April 28	April 22	December 2
1883	April 23	May 5	April 23	December 1
1884	April 20	April 29	May 1	December 8
1885	April 19	May 7	May 5	November 21
1886	April 24	April 27	April 29	.....
1887	April 14	May 3	April 29	November 21
1888	April 8	May 4	April 29	November 30
1889	April 1	April 22	April 26	November 27
1890	April 3	April 29	April 29	November 25
1891	March 29	April 27	April 27	November 30
1892	April 27	April 24	April 28	November 24
1893	April 1	May 6	April 20	November 24
1894	March 21	April 23	April 26	December 5
1895	April 4	April 28	April 26	November 28
1896	April 22	May 1	April 24	November 26
1897	April 7	April 25	April 29	November 27
1898	April 12	April 19	April 25	November 28
1899	April 5	May 3	April 22	November 30
1900	March 28	April 27	April 23	December 5
1901	April 2	April 27	April 20	November 27
1902	March 21	April 15	April 13	December 4
1903	March 20	April 19	April 18	December 6
1904	March 31	May 3	April 24	December 8
1905	March 25	April 26	May 2	November 24
1906	April 4	April 24	April 23	December 2
1907	April 4	May 2	April 26	November 25
1908	April 8	May 1	April 21	December 1
1909	April 4	April 25	April 21	December 3
1910	March 28	April 15	April 9	December 1
1911	April 9	April 30	April 27	December 8
1912	April 9	April 28	May 1	December 12
1913	April 4	April 23	April 26	December 13
1914	April 3	May 1	April 28	December 4
1915	April 4	April 15	April 30	December 16
1916	April 8	April 23	April 30	December 21
1917	April 2	April 27	April 30	December 21
1918	April 4	April 30	May 7	January 11
1919	March 28	April 30	April 19	December 16
1920	April 1	April 27	April 24	December 12
1921	April 7	May 2	April 23	December 12
1922	April 15	April 21	April 30	December 10
1923	April 22	May 5	May 2	December 7
1924	March 30	April 25	April 17	December 2
1925	March 29	April 18	April 13	December 19



View showing Brine Pumps and Coolers in Power House of Q. H. C.
Cold Storage Plant.

STATEMENT OF ASSETS AND LIABILITIES

QUEBEC HARBOUR
Statement of Assets
as at December

ASSETS			
St. Charles Docks and Wharves.....	\$ 5,374,470 12		
Indian Cove Property.....	121,818 29		
Sillery Quarry Property....	1,063 70		
		\$ 5,497,352 11	
New Construction:			
Harbour Dredging.....	1,594,420 87		
Wharves, Piers and Basins..	1,771,403 02		
Shops and Buildings.....	671,428 96		
Railways.....	217,518 00		
Permanent Landing Sheds..	834,458 37		
Grain Elevators.....	1,324,149 07		
Grain Galleries.....	674,768 49		
Fuel Oil Lines.....	40,806 71		
Cold Storage Warehouse....	529,540 86		
Wolfe's Cove Terminals....	781,024 98		
Miscellaneous Construction..	65,138 90		
		8,504,658 23	
			\$ 14,002,010 34
Beach and Deep Water Lots Grantees.....			17,261 21
Plant, Equipment and Tools.....			912,305 97
Materials on hand.....			38,070 11
Office Furniture.....			12,938 41
Unsettled claims against the Dominion Government:			
Dept. of Public Works.....	655,209 04		
do The Interior.....	351,437 32		
do Marine & Fish's....	314 25		
do Naval Service.....	1,475 00		
do Militia & Defence ..	38 75		
Intercolonial Railway.....	2,637 00		
Commissioners of the National Transcontinental Railway.....	2,253 96		
Dept. of Immigration and Colonization	185,577 00		
		1,198,942 32	
Accounts Receivable.....		59,149 80	1,258,092 12
Cash on hand.....			1,600 00
Suspense Account.....			15,931 89
Accrued Rentals.....			2,108 63
Unearned Insurance.....			4,296 52
			\$ 16,264,615 20

**COMMISSIONERS
and Liabilities
31st., 1925.**

LIABILITIES:		
Quebec Harbour Debentures 51 Vic. Chap. 6 Receiver General.....	\$3,612,802 42 43,380 00	
Dominion Government:		
Securing Dock Walls.....	541,393 26	\$ 4,197,575 68
Quebec Harbour Bonds 62-63 Vic. Chap. 34	350,000 00	
Quebec Harbour Bonds 6-7 Edw. VII, Ch. 36.....	800,000 00	
Interest accrued to 1st Jan. 26.....	9,620 00	1,159,620 00
Quebec Harbour Debentures Series "A" 3-4 Geo. V, Chap. 41.....	5,500,000 00	
Quebec Harbour Debentures Series "B" 7-8 Geo. V, Chap. 4.....	1,500,000 00	
Quebec Harbour Debentures Series "C" 12-13 Geo. V, Chap. 40.....	1,458,800 00	8,458,800 00
Vote 454.....		493,323 01
Lmapson's Cove Capital Surplus.....		453,167 86
Beach and Deep Water Lots-See Contra ...		17,261 21
Accrued Wages.....		12,647 65
Accounts Payable.....		23,745 71
Royal Bank of Canada.....		136,450 98
Banque Canadienne-Nationale.....		350,881 00
Reserve for difference between cost and amount realized on Capital Investments		101,228 16
SURPLUS:		
Revaluation Account.....	129,415 47	
Profit and Loss Account.....	730,498 47	859,913 94
		\$ 16,264,615 20

Note.—The arrears of Interest on the old Debentures of the Dominion Gov-
Statement.

Interest on the "Quebec Harbour Debentures" Series "A", "B"
paid or provided for in the above Statement.

Quebec Harbour Commissioners' Office
January 3rd, 1926

AUDITORS'

We have the honour to report that we have examined the above sta-
the 31st December 1925, and we certify that, subject to the above note re-
sion at that date, as shown on the books and information supplied to us.

Quebec, January 30th., 1926.

ernment have not been accrued or in any way incorporated in the above and "C" amounting to \$2,380,610.65 to 1st January, 1926 have not been

CHARLES SMITH,
Secretary-Treasurer.

CERTIFICATE

tement of Assets and Liabilities of the Quebec Harbour Commissioners to
lating to Interest on Debentures it exhibits the true position of the Commis-

MORIN, BARRY & COTE,

Per LEON COTE, C. A.,

Auditor.

STATEMENT of the Quantity and Value of the Principal Merchandise Exported from this Port during the Year ending 31st December, 1925, showing the countries to which Exported with Year 1924.

All goods exported by Land from this Port to Foreign Countries are not taken into account here, but at the Port of Exit from Canada. The above figures therefore only show the Quantity and Value of goods exported by water.

Compiled by J. A. BELLEAU, of H. M. C.

All goods exported by Land from this Port to Foreign Countries are not taken into account here, but at the Port of Exit from Canada. The above figures therefore only show the Quantity and Value of goods exported by water.

Compiled by J. A. BELLEAU, of H. M. C.

PORT OF QUEBEC

RECAPITULATION of the total Exports for the year ending 31st December 1925, showing the Countries to which exported; with a comparative Statement with year 1924.

Nos.	COUNTRIES	Value		Decrease		Increase	
		1924	1925	1925	1925	1925	1925
1	Great Britain	7,370,614	12,748,075	772,211	5,377,461		
2	United States	1,388,589	616,369	3,648			
3	Australia	3,648	274	1,633			
4	Belgium	137,286	995,979	18,824	858,693		
5	Czecho-Slovakia	18,824	5,725	5,725			
6	Denmark	5,725	526,027	18,699	222,245		
7	France	303,782	18,699		11,159		
8	Finland	77,788	2,695,890		974,479		
9	Germany	1,721,411	150,478		72,660		
10	Holland	83,692	112,340		28,754		
11	Italy	38,725	46,517		7,792		
12	Ireland	76,734	5,035	71,699			
13	Japan	83,600	19,815	63,785			
14	Levin	3,936	96,940	3,936			
15	Newfoundland	32,937	2,699		64,003		
16	Spain	906	8,075		2,404		
17	Switzerland	884	349	647	8,075		
18	South Africa		3,661		2,827		
19	Other countries		1,134		1,134		
20	Total	\$ 11,359,104	\$18,048,362	\$ 942,105	\$ 7,631,366		
21	Total increase,...				\$6,689,278		

PORT OF QUEBEC

STATEMENT of the Quantity and value of the Principal Merchandise imported from the United States in transit to this Port and exported to Europe by Steamers during the Summer 1925.

ARTICLES	Unit of Quantity	Quantity		Value	
		1925	1925	1925	1925
Apples	Bbls.	233	\$ 1,560		
Automobiles	No.	86	82,616		
Bacon and ham	Lbs.	4,497,549	950,420		
Furs	\$		10,000		
Grain	Bush.	219,537	271,442		
Lard	Lbs.	6,723,639	1,117,124		
Meats	Lbs.	2,034,785	385,334		
Milk evaporated	Lbs.	1,545,870	127,400		
Silk goods			467,728		
Wood			483		
Other articles			91,008		
Total			3,505,115		

DOMINION OF CANADA

PORT OF QUEBEC

COMPARATIVE STATEMENT of the Number and Tonnage of Sea-going Steamers and Sailing Vessels with the Number of Men employed entered Inwards and Outwards at the Custom House, for the years ending on the 31st December, 1924 and 1925 showing the Countries from whence they came and for which they cleared, whether with Cargo or in Ballast, also distinguishing the Countries to which they belonged.

Compiled by J. A. SANTERRE of H. M. CUSTOMS and EXCISE

RETURN OF VESSELS INWARDS FOR THE YEARS ENDING 31st DECEMBER 1924 and 1925

[illegible]

WHEN? ARRIVED || | | | | |
FOR WHAT CO'S? IN || | | | |

COMPARATIVE STATEMENT of Vessels entered Inwards and Outwards at the Custom House, Port of Quebec, showing the number of Vessels, Tonnage, and number of men employed, distinguishing the number of Vessels entered and cleared at Outports, for the years 1920, 1921, 1922, 1923, and 1924.

INWARDS

[illegible]

OUTWARDS

Port of Quebec	1161359000(35746)	09270000(9136)	108	576021(1019)	1397	76230(21645)	151	0215830(2128)	221	1052102(2829)
Out Port	2	3479	55	8	8202	102	5	1035	20	5
Pointe au Pic				5	6313	131		5	4437	111
Montigny	1	1062	35	1	6040	157	9	6000	104	13
1. Capetown, Pointe au Pic										8501
2. Capetown, Pointe au Pic										217
3. Capetown, Pointe au Pic										5
4. Capetown, Pointe au Pic										15
5. Capetown, Pointe au Pic										276
6. Capetown, Pointe au Pic										21
7. Capetown, Pointe au Pic										2
8. Capetown, Pointe au Pic										304
9. Capetown, Pointe au Pic										2
10. Capetown, Pointe au Pic										2
11. Capetown, Pointe au Pic										2
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Queue 31st December 1925.

J. A. SANTERRE.

Customs and Excise, Quebec.

Compiled by J. A. SENTERRE, of H. M. CURRIER and FRETTE.

PORT OF QUEBEC

RETURN showing the opening of navigation at the Port of Quebec, 1850 to 1925. (Inclusive); also the date of closing thereof during that period.

RETURN of the Number and Tonnage of Shipping from Europe, Asia, Africa, Australia, at the Customs House, Quebec, from 1850 to 1925.

Years	ARRIVALS		Subs.	INWARDS		OUTWARDS	
	From Montreal	Arrivals from Sea		Years	Tonnage	Years	Tonnage
1850	April	19th May	1st November	1850	11250	1850	465801
1851	April	29th May	1st November	1851	11900	1851	465801
1852	April	29th May	1st November	1852	11900	1852	465801
1853	April	29th May	1st November	1853	11900	1853	465801
1854	April	29th May	1st November	1854	11900	1854	465801
1855	April	29th May	1st November	1855	11900	1855	465801
1856	April	29th May	1st November	1856	11900	1856	465801
1857	April	29th May	1st November	1857	11900	1857	465801
1858	April	29th May	1st November	1858	11900	1858	465801
1859	April	29th May	1st November	1859	11900	1859	465801
1860	April	29th May	1st November	1860	11900	1860	465801
1861	April	29th May	1st November	1861	11900	1861	465801
1862	April	29th May	1st November	1862	11900	1862	465801
1863	April	29th May	1st November	1863	11900	1863	465801
1864	April	29th May	1st November	1864	11900	1864	465801
1865	April	29th May	1st November	1865	11900	1865	465801
1866	April	29th May	1st November	1866	11900	1866	465801
1867	April	29th May	1st November	1867	11900	1867	465801
1868	April	29th May	1st November	1868	11900	1868	465801
1869	April	29th May	1st November	1869	11900	1869	465801
1870	April	29th May	1st November	1870	11900	1870	465801
1871	April	29th May	1st November	1871	11900	1871	465801
1872	April	29th May	1st November	1872	11900	1872	465801
1873	April	29th May	1st November	1873	11900	1873	465801
1874	April	29th May	1st November	1874	11900	1874	465801
1875	April	29th May	1st November	1875	11900	1875	465801
1876	April	29th May	1st November	1876	11900	1876	465801
1877	April	29th May	1st November	1877	11900	1877	465801
1878	April	29th May	1st November	1878	11900	1878	465801
1879	April	29th May	1st November	1879	11900	1879	465801
1880	April	29th May	1st November	1880	11900	1880	465801
1881	April	29th May	1st November	1881	11900	1881	465801
1882	April	29th May	1st November	1882	11900	1882	465801
1883	April	29th May	1st November	1883	11900	1883	465801
1884	April	29th May	1st November	1884	11900	1884	465801
1885	April	29th May	1st November	1885	11900	1885	465801
1886	April	29th May	1st November	1886	11900	1886	465801
1887	April	29th May	1st November	1887	11900	1887	465801
1888	April	29th May	1st November	1888	11900	1888	465801
1889	April	29th May	1st November	1889	11900	1889	465801
1890	April	29th May	1st November	1890	11900	1890	465801
1891	April	29th May	1st November	1891	11900	1891	465801
1892	April	29th May	1st November	1892	11900	1892	465801
1893	April	29th May	1st November	1893	11900	1893	465801
1894	April	29th May	1st November	1894	11900	1894	465801
1895	April	29th May	1st November	1895	11900	1895	465801
1896	April	29th May	1st November	1896	11900	1896	465801
1897	April	29th May	1st November	1897	11900	1897	465801
1898	April	29th May	1st November	1898	11900	1898	465801
1899	April	29th May	1st November	1899	11900	1899	465801
1900	April	29th May	1st November	1900	11900	1900	465801
1901	April	29th May	1st November	1901	11900	1901	465801
1902	April	29th May	1st November	1902	11900	1902	465801
1903	April	29th May	1st November	1903	11900	1903	465801
1904	April	29th May	1st November	1904	11900	1904	465801
1905	April	29th May	1st November	1905	11900	1905	465801
1906	April	29th May	1st November	1906	11900	1906	465801
1907	April	29th May	1st November	1907	11900	1907	465801
1908	April	29th May	1st November	1908	11900	1908	465801
1909	April	29th May	1st November	1909	11900	1909	465801
1910	April	29th May	1st November	1910	11900	1910	465801
1911	April	29th May	1st November	1911	11900	1911	465801
1912	April	29th May	1st November	1912	11900	1912	465801
1913	April	29th May	1st November	1913	11900	1913	465801
1914	April	29th May	1st November	1914	11900	1914	465801
1915	April	29th May	1st November	1915	11900	1915	465801
1916	April	29th May	1st November	1916	11900	1916	465801
1917	April	29th May	1st November	1917	11900	1917	465801
1918	April	29th May	1st November	1918	11900	1918	465801
1919	April	29th May	1st November	1919	11900	1919	465801
1920	April	29th May	1st November	1920	11900	1920	465801
1921	April	29th May	1st November	1921	11900	1921	465801
1922	April	29th May	1st November	1922	11900	1922	465801
1923	April	29th May	1st November	1923	11900	1923	465801
1924	April	29th May	1st November	1924	11900	1924	465801
1925	April	29th May	1st November	1925	11900	1925	465801

* Confederation. — All vessels trading to and from the Lower Provinces were up to this date included, but not since that year.

* The Canadian Pacific Royal Mail Steamers Empress of Britain* and Empress of Ireland* commenced running from Liverpool to this Port in 1906, the former arriving here on her last voyage on the 14th May, and the latter on the 7th July.

Note.—The British steamer "Dante" 1481 tons, built at Glasgow, Scotland, by Alexander Hall & Co., Glasgow, was wrecked at New York with a cargo of Pig Iron for Montreal, loaded at Sydney, N. S., and cleared from that Port on the 6th December, arrived at Quebec on 9th inst., proceeded to Montreal on the 11th and resailed that Port on the 15th inst.

Quebec 31st December, 1925.

J. A. SENTERRE, of H. M. CURRIER and FRETTE.

PORT OF QUEBEC

Statement of the quantity and value of Merchandise imported into this port during the year ending 31st December 1925, showing the Countries whence imported. Also a comparative Statement with year 1924.

No.	MERCHANDISES	Unit of quantity	1925		1924		United States	Great Britain	Argentina	Australia	Austria	Belgium	Bolivia	Brazil	Canada	Chile	Cuba	Denmark	Egypt	France	Germany	Greece	Haiti	Holland	India	Japan	Mexico	Norway	Portugal	Spain	Sweden	Switzerland	Total Imports 1925	Total Imports 1924
			Total Quantity	Total Value	Total Quantity	Total Value																												
1	Animal of all kinds	No.	617	14,882	11,687	1,05																									11,687	11,687		
2	Automobile	No.	221,692	221,692	221,692																											221,692	221,692	
3	Books and papers of all kinds	No.	252,252	101,18	17,808																											101,18	17,808	
4	Brass and copper man. or unman.	No.	211,891	1,010,169	371,1																											1,010,169	371,1	
5	Buttons, brushes and combs	No.	16,062	8,115	58,11																											8,115	58,11	
6	Carpets of all kinds	No.	1,111,111	1,111,111	1,111,111																											1,111,111	1,111,111	
7	Coal of all sorts	Tons	55,092	1,111,111	1,671,111																											1,671,111	1,671,111	
8	Coffee of all kinds	No.	2,096	7,722	769																											7,722	769	
9	Cotton fabrics and man. of all kinds	No.	807,079	382,919	4,0881																											382,919	4,0881	
10	Drugs, dyes, chemicals, patent medicine	No.	151,191	397,228	11,926																											397,228	11,926	
11	Earthenwares of all kind	No.	157,011	7,990	11,015																											7,990	11,015	
12	Fancy goods and toys	No.	71,211	29,100	8,115																											29,100	8,115	
13	Fruits	No.	1,111,111	1,111,111	1,111,111																											1,111,111	1,111,111	
14	Furs of all kinds	No.	662,111	2,000	1,000																											2,000	1,000	
15	Gasoline	Galls.	9,822	1,111,111	1,111,111																											1,111,111	1,111,111	
16	Glass of all kind	No.	1,111,111	1,111,111	1,111,111																											1,111,111	1,111,111	
17	Grain of all kinds	Bush	125,118	1,111,111	1,111,111																											1,111,111	1,111,111	
18	Gutta percha and india rubber man. of all kind	No.	1,111,111	1,111,111	1,111,111																											1,111,111	1,111,111	
19	Hats and caps	No.	1,111,111	1,111,111	1,111,111																											1,111,111	1,111,111	
20	Hides, raw, salted and dry	No.	1,111,111	1,111,111	1,111,111																											1,111,111	1,111,111	
21	Hops	No.	1,111,111	1,111,111	1,111,111																											1,111,111	1,111,111	
22	Iron and steel man. of all kinds	No.	1,111,111	1,111,111	1,111,111																											1,111,111	1,111,111	
23	Jewellery of all kinds	No.	1,111,111	1,111,111	1,111,111																											1,111,111	1,111,111	
24	Leather of all kinds man. or unman.	No.	1,111,111	1,111,111	1,111,111																											1,111,111	1,111,111	
25	Lumber and timber	No.	1,111,111	1,111,111	1,111,111																											1,111,111	1,111,111	
26	Mens of all kinds	No.	1,111,111	1,111,111	1,111,111																											1,111,111	1,111,111	
27	Molasses and syrup	Galls.	986,200	1,111,111	1,111,111																											1,111,111	1,111,111	
28	Oils of all kinds	No.	1,111,111	1,111,111	1,111,111																											1,111,111	1,111,111	
29	Oil cloths of all kind	No.	1,111,111	1,111,111	1,111,111																											1,111,111	1,111,111	
30	Raw cotton	No.	1,111,111	1,111,111	1,111,111																											1,111,111	1,111,111	
31	Salt of all kinds	No.	1,111,111	1,111,111	1,111,111																											1,111,111	1,111,111	
32	Seeds of all kinds	No.	1,111,111	1,111,111	1,111,111																											1,111,111	1,111,111	
33	Settlers effects	No.	1,111,111	1,111,111	1,111,111																											1,111,111	1,111,111	
34	Silk of all kinds man. or unman.	No.	1,111,111	1,111,111	1,111,111																											1,111,111	1,111,111	
35	Spices of all kinds	No.	1,111,111	1,111,111	1,111,111																											1,111,111	1,111,111	
36	Spirits of all kinds	No.	1,111,111	1,111,111	1,111,111																											1,111,111	1,111,111	
37	Sugar of all kinds	No.	1,111,111	1,111,111	1,111,111																											1,111,111	1,111,111	
38	Ten of all kinds	No.	1,111,111	1,111,111	1,111,111																											1,111,111	1,111,111	
39	Tin, plates, block and bars	No.	1,111,111	1,111,111	1,111,111																											1,111,111	1,111,111	
40	Tobacco, leaf unman	No.	1,111,111	1,111,111	1,111,111																											1,111,111	1,111,111	
41	Vegetables	No.	1,111,111	1,111,111	1,111,111																											1,111,111	1,111,111	
42	Wines of all kinds	No.	1,111,111	1,111,111	1,111,111																											1,111,111	1,111,111	
43	Woolen fabrics and man. of all kinds	No.	1,111,111	1,111,111	1,111,111																											1,111,111	1,111,111	
44	Other articles	No.	1,111,111	1,111,111	1,111,111																											1,111,111	1,111,111	
Total				16,338,421	10,623,229	3,257,471	150,010	100,254	1,314	115,710	1,217	480,081	5,560	25,498	4,712	1,415	3,994	652,751	151,103	1,475	351	21,088	56,410	17,064	7,264	38,309	144,079	16,117	1,115	8,990	18,164	16,548	1,115	

Compiled by J. A. BELLEAU, of H. M. Customs.

PORT OF QUEBEC

Comparative statement showing the total value of merchandise imported and exported the duty collected in each month during the Calendar year 1925 compared with the same months of the year 1924.

MONTHS	Exports	Exports	Imports	Imports	Duty Collected	
	1924	1925	1924	1925	1924	1925
January.....	\$ 494		\$ 1,248,333	\$ 621,513	\$ 114,356.17	\$ 120,326.19
February.....			597,979	685,966	145,323.99	123,231.07
March.....	577		898,390	890,673	178,215.18	202,641.98
April.....	504	4,697	956,231	864,110	185,620.76	180,245.24
May.....	484,394	883,969	1,667,186	1,141,330	232,812.14	222,415.30
June.....	1,809,511	1,839,024	1,421,255	2,205,186	206,201.15	260,001.71
July.....	1,223,133	1,845,882	1,188,550	1,910,957	226,769.85	273,653.86
August.....	1,123,817	2,005,299	1,175,195	1,846,674	203,565.33	296,242.25
September.....	1,808,495	3,414,882	1,489,498	1,413,196	239,252.24	252,826.32
October.....	2,684,602	2,871,005	1,551,118	1,989,528	224,787.79	236,686.25
November.....	2,034,361	3,201,596	1,938,344	1,710,031	241,776.50	258,257.50
December.....	189,216	1,982,008	795,802	1,059,257	200,118.99	178,934.33
Total.....	11,359,104	18,048,362	14,927,881	16,338,421	2,398,800.09	2,605,462.00

INCREASE \$6,689,258 INCREASE: \$1,410,540 INCREASE: \$206,661.91

PORT OF QUEBEC

RECAPITULATION of the total import for the year ending 31st December 1925, showing the Countries whence imported with a comparative Statement with year 1924.

Nos.	COUNTRIES	Value	Value	Decrease	Increase
		1924	1925	1925	1925
		\$	\$	\$	\$
1	United States.....	10,173,731	10,623,229		449,498
2	Great Britain.....	2,631,411	3,257,471		626,060
3	Argentine Republic.....	200,448	150,010	50,438	
4	Australia.....		190,354		190,354
5	Austria.....	3,195	1,311	1,884	
6	Belgium.....	120,774	115,710	5,064	
7	Brazil.....	9,056	1,217	7,839	
8	British West Indies.....	585,119	480,081	105,038	
9	British Guinea.....		6,388		6,388
10	Ceylon.....		32,720		32,720
11	Czecho-Slovakia.....	3,221	5,564		2,343
12	China.....	31,511	25,498	6,016	
13	Cuba.....	1,083	4,712		3,629
14	Denmark.....	232	1,415		1,183
15	Egypt.....	1,280	3,994		2,704
16	France.....	549,750	652,751		103,001
17	Germany.....	135,809	151,105		15,296
18	Greece.....	3,229	1,475	1,754	
19	Hawaii.....	575	354	221	
20	Holland.....	106,179	165,393		59,214
21	Italy.....	12,910	21,088		8,178
22	Ireland.....	79,512	56,449	23,063	
23	India.....	41,548	17,064	24,484	
24	Jamaica.....	22,973	7,264	15,709	
25	Japan.....	33,772	38,309		4,537
26	Mexico.....	5,125	144,079		138,954
27	Newfoundland.....	53,421	46,117	7,304	
28	Norway.....	11,795	1,518	7,277	
29	Portugal.....	22,601	28,966		6,365
30	Spain.....	53,456	48,603	4,853	
31	Staits Settlements.....	2,605	16,548		13,943
32	Sweden.....	6,464	12,909		6,445
33	Switzerland.....	16,545	25,752		9,209
34	Turkey.....	3,255		3,255	
35	Venezuela.....	5,285		5,285	
	Total.....	\$14,927,881	\$16,338,421	\$ 206,481	\$ 1,680,021

QUEBEC HARBOUR COMMISSIONERS' REPORT

71 FS 186

-R26

For the Year 1926

Under The Quebec Harbour
Commissioners' Act
1899



QUEBEC

1927

Quebec Harbour
Commissioners' Report
For the Year 1926

Under The Quebec Harbour
Commissioners' Act, 1899

OFFICERS OF THE QUEBEC HARBOUR COMMISSION

Commissioners:

HON. W. GERARD POWER, M.L.C.....	Chairman
JULES GAUVIN, Esq.,.....	Commissioner
J. BOUTIN-BOURASSA, Esq.,.....	Commissioner
BRIG.-GENERAL T. L. TREMBLAY, C.M.G., D.S.O., General Manager and Chief Engineer	
CHARLES SMITH, K.C.,.....	Secretary-Treasurer and Legal Adviser
H. E. HUESTIS,.....	Assistant-Engineer
A. E. DOUCET,.....	Engineer in charge of the Wofe's Cove Works
OWEN O'SULLIVAN.....	Assistant Engineer
CAPT. AMBROSE LANDRY,.....	Harbour Master
CAPT. THOS. McGOUGH,.....	Assistant Harbour Master
CAPT. EUGENE FORTIN,.....	Assistant Harbour Master
E. H. S. WOODSIDE,....	Chief Accountant and Comptroller of Accounting
W. A. MOUNTAIN,.....	Cost Clerk and Chief Clerk Con- struction and Maintenance De- partment
C. O. BOILY,.....	Grain Accountant
LAURENT DARVEAU,.....	Cashier
H. PETERSON,.....	Elevator Superintendent
LOUIS FORTIN,.....	Traffic Manager
G. H. BOURDON,.....	Purchasing Agent
A. LETELLIER,.....	Wharfinger
A. H. DEROME,.....	Manager Cold Storage Warehouse
J. J. O'FLAHERTY,.....	Chief of Publicity Department
M. P. SHIELDS,.....	Superintendent

QUEBEC HARBOUR FACILITIES

The facilities available at Quebec, may be summarized as follows:—

Steamships Berths

In Wet Dock—6 berths of from 400 to 500 feet in length.

In Tidal Harbour—4 berths of from 400 to 500 feet in length.

Breakwater—4 berths of 500 feet in length, or 3 berths of 700 feet in length, or 2 berths of 1,100 feet in length.

Pointe-à-Carcy Wharves—4 berths: one ocean, two coasting and one bunkering.

River St. Charles Basin—7 berths of from 500 to 600 feet in length.

Depth of Water at Low Tide

Wet Dock—25 to 26 feet at low tide.

Tidal Harbour—24 to 30 feet at low tide.

Breakwater—Over 40 feet at low tide.

Pointe-à-Carcy Wharves—Opposite Shed 21: Ocean berth, over 40 feet at low tide.

River St. Charles—35 feet at low tide.

GRAIN ELEVATOR

One Fireproof Concrete Grain Elevator, with a capacity of 2,000,000 bushels, with Marine Tower, Conveyors and Grain Galleries; loading capacity, 60,000 bushels per hour. It has also a Grain Dryer, a “Richardson Separator” and a Bagging Shed.

FACILITIES AND EQUIPMENT FOR HANDLING CARGOES, ETC.

4 Locomotives for switching cars.
 Railway lines to all ships berths and sheds.
 One-50-ton Floating Crane.
 Cars and scows for removing ships' ballast.
 5 Locomotive Cranes, with a capacity up to 38 tons.
 City Water, Electric Light and Power Installations.

GRAIN CARGOES

Loading capacity: 60,000 bushels per hour.
 Unloading from vessels: 20,000 bushels per hour.
 Unloading from cars: 100 cars per day.
 Drying grain: 3,000 bushels per day.
 Cleaning grain: 40,000 bushels per day.

Ships loading or unloading full grain cargoes are exempted from the payment of moorage and tonnage dues.

LANDING SHEDS

No.	Location	Size	Area
14	Crosswall.....	350 x 40	14,000 Square Feet
18	Breakwater.....	744 x 37 $\frac{1}{2}$	28,275 " "
19	Pte-à-Carcy.....	450 $\frac{1}{4}$ x 80 $\frac{1}{4}$	36,103 " "
20	"Montcalm".....	800 x 111	79,600 " "
22	Louise Embk.....	200 x 60	11,400 " "
25	Pier No. 1.....	557 $\frac{1}{2}$ x 80	43,000 " "
26	Pier No. 1.....	737 $\frac{1}{2}$ x 80	59,040 " "
27	Pier No. 1.....	955 x 80	77,280 " "
28	Bulkhead.....	776 x 75	58,200 " "
29	Bulkhead.....	1,000 x 102	102,000 " "

Combined space of all sheds: 508,898 feet of floor area.

CATTLE BERTH

Landing Shed No. 27 is thoroughly equipped as a cattle resting, feeding and loading station.

2,000 heads of cattle can be easily accommodated in the shed at the same time.

Vessels loading full cargoes of cattle are exempted from the payment of moorage and tonnage dues.

COAL CAPACITY AND BUNKERING

(Anthracite and Bituminous)

Coal Companies have 5 towers for discharging and loading coal.

Bunkering is done from barges and coal cars brought alongside the vessel.

FUEL OIL BUNKERING

The Commissioners have a Fuel Oil Pipe Line running from tanks on Louise Docks to berths 18, 25 and 26 at the Breakwater. and berths 27, 28 and 29 on St. Charles River front.

Capacity of tanks: 55,000 and 80,000 barrels respectively.

RAILWAY FACILITIES

The Quebec Harbour Commissioners have 16 miles of tracks on Docks for handling of freight. Shunting on Docks is done by Harbour Commission.

Since the completion of the Quebec Bridge (in 1917), the Docks are accessible to all railways.

The Canadian Pacific Railway and the Canadian National Railways (Canadian Northern, National Transcontinental and Grand Trunk Railway) have their Quebec Terminals right within Quebec Harbour.

GRAVING DOCKS

The Harbour of Quebec possesses two Graving Docks: One 600 feet long by 62 feet wide at entrance; one (new) 1,150 feet long by 120 feet wide at entrance, capable of taking the largest vessels afloat, with workshops in connection capable of executing all required repairs.

COLD STORAGE PLANT

The Commissioners have a modern Cold Storage Warehouse, with Fish House and Power House.

The Main Warehouse has a capacity of 500,000 cubic feet, and the Fish House, which is thoroughly equipped for the freezing of fish, has a storage capacity of 1,000,000 lbs.

QUEBEC HARBOUR COMMISSIONERS

Quebec, February 18th, 1927.

The Honourable P. J. A. Cardin,
Minister of Marine & Fisheries,
Ottawa.

Sir,

In compliance with the requirements of the Act 62-63 Victoria, chapter 34, section 46, the Quebec Harbour Commissioners have the honour to submit herewith their annual report of operations for the year ended December 31st, 1926, embracing a full account of all the moneys by them received and disbursed, and describing the Harbour improvements made and under way, and in general, the movement of traffic during the year under review.

I have the honour to be,

Sir,

Yours respectfully,

W. GERARD POWER,

President

QUEBEC HARBOUR COMMISSIONERS

Report for the Year 1926

Quebec, February 18th, 1927.

The Honourable P. J. A. Cardin,
Minister of Marine & Fisheries,
Ottawa.

Sir:—

The Quebec Harbour Commissioners beg to submit the following report on the operations of the Harbour during the year ending December 31st, 1926.

The season of navigation opened on March 27th with the sailing of the SS. "GASPESIA", of the Clarke Steamship Company, Ltd. for the Lower Gulf Ports and the North Shore of the St. Lawrence, and closed on December 26th with the arrival of the "SABLE I" from Ellis Bay, Anticosti Island.

The last ocean-going vessels to leave the Port for sea were the SS. "LAVAL COUNTY", the SS. "NEWBRUNDOC" and SS. "NOVADOC", on December 23rd 1926.

The Port, therefore, was open for navigation for a period of nine months during the year.

Besides, the C. G. S. "MIKULA" made her usual trips from Quebec to the Lower St. Lawrence and Gulf Ports during the winter, carrying passengers, supplies and the mail.

The opening of navigation witnessed a very great activity in the Port of Quebec.

Owing to the ice conditions in the channel above Quebec, which situation prevailed until May 5th, the first fleet of Transatlantic steamers bound up the river had to land their passengers and freight in our Harbour, and to take on their cargoes here for their outward-bound voyages.

A review of the activities of all the Departments of the Commission, during last season, shows a very satisfactory increase in the volume of traffic handled.

The imports have increased in the proportion of 27%, while the exports show an increase of 42% over the preceding year.

The facilities obtainable at Quebec for grain shipments have been used more extensively by the grain shippers during last season than during any preceding year, and we have reason to believe, to their entire satisfaction. The Port has handled in a comparatively short period, 8,719,501 bushels of grain as against 5,177,659 bushels in 1925.

With regard to the despatch and efficiency for the handling of traffic and ocean cargoes in our Port, it is gratifying to quote, amongst other testimonials, the following:

“QUEBEC STEVEDORES VERY EFFICIENT

“A remarkable feature in connection with shipping at the Port of Quebec, is the efficiency in the work of stevedoring. This applies to the handling of all classes of cargo, including the loading and trimming of grain in ocean vessels for export to the overseas markets.

“In demonstration of the efficiency of Quebec stevedoring and the fast loading of grain-carrying, ocean vessels from the Quebec Harbour Commissioners Grain Elevator, was the loading of the steamer “BLEEDENDYK”. This vessel came to Quebec on October 27th, and docked alongside of the Louise Docks elevator to take on 328,000 bushels of grain. The work of loading the ship and trimming her cargo, was accomplished in the fast time of 18 working hours, a feat which cannot be surpassed at any port on the Atlantic seaboard”

“EXPORT FREIGHT via QUEBEC

“The past year has been a record one in regard to the volume of export freight via the Port of Quebec, particularly as far as asbestos is concerned, and as navigation will shortly close on the St. Lawrence for this season, we wish to take this opportunity to express to our employees and particularly those of our Quebec Terminals, including the Quebec Harbour Commissioners officials and employees, our appreciation of their co-operation in the expeditious and satisfactory handling of this export freight. The cars were handled from the ship-

“ping point to the ship’s side with the minimum of delay, and
“in fact the past season has been a record one in this regard,
“which not only resulted in a very considerable saving in **per**
“**diem** but the performance of a service that was second to
“none in efficiency and undoubtedly appreciated by our ship-
“pers.”

These unsolicited testimonials from satisfied customers clearly demonstrate that the labor situation at Quebec is excellent, and on par with that existing at any other well organized ports.

RAILWAY FREIGHT RATES INVESTIGATION

The Commissioners’ application for a re-adjustment of the Railway freight rates, so as to place the Port of Quebec on a competitive basis with the other Canadian ports and to render possible the utilization of the Transcontinental Railway for the purpose for which it was built, has been considered by the Board of Railway Commissioners, at different sittings held during the past year in Ottawa and several other Cities of the Dominion. The Commissioners’ case has not, so far, been completed, but it is expected that the final argument will take place in the very near future.

This application forms part of the general Freight Rates Investigation authorized by the Parliament of Canada, so as to determine and enforce just and reasonable rates to the different localities in Canada, having due regard to the needs of the country’s agricultural and other basic industries.

GENERAL IMPROVEMENTS AND MAINTENANCE WORKS

During the year under review, the Commissioners have kept the docks and plant in good working condition, and have improved the existing facilities so as to meet with the requirements of the shipping trade.

These different works may be summarized as follows:

(a) The usual dredging operations in the estuary of the River St. Charles, consisting in the removal of the siltage, so as

to maintain the uniform depth of 35 feet at low tide in the turning basin and at the different berths;

(b) Improvement of the railway facilities by replacing the 60 lb. rails by 80 lb. rails, where necessitated by heavy traffic;

(c) The insulation of the remaining half of the Cold Storage Warehouse, increasing the Commissioners' Cold Storage capacity to 558,000 cubic feet. The Fish Receiving and Cleaning Shed has also been insulated;

(d) The conversion of the Southern half of Shed No. 27 into cattle pens. 2,000 heads of cattle can now be easily accommodated at the same time, pending shipment from the wharf on which this shed is erected;

(e) Re-inforcement of the west section of Shed No. 29 by means of the construction of a concrete slab under the North row of columns;

(f) The construction of an extension to Shed No. 14, to meet with the requirements of the lessees, the Clarke Steamships Ltd.

The details of these different works, and of the several other general improvements will be found in the annexed Chief Engineer's report.

Wolfe's Cove Terminals

The works of new Harbour developments at Wolfe's Cove have not progressed according to schedule for different reasons, amongst others the fact that the necessary dredging for the crib seats was not completed in scheduled time, and that the deliveries of stone filling were not up to the requirements.

The Commissioners have been given the assurance that these defects in organization will be remedied, early next spring, and that the works will be prosecuted with all required despatch during next season.

Distinguished Visitors

The Port of Quebec had the distinctive honor of being chosen as the port of embarkation of His Excellency The Right Honourable Lord Byng of Vimy, when returning to England at the expiration of his term of office as Governor General of Canada.

His Excellency sailed on the Canadian Pacific Liner SS "EMPRESS OF FRANCE", on September 29th.

His Excellency the Right Honourable Viscount Willingdon, the newly appointed Governor General of Canada, landed at Quebec from the Canadian Pacific Liner SS. "EMPRESS OF SCOTLAND", on October 2nd.

On October 9th, the Right Honourable W. L. Mackenzie King, Prime Minister of Canada, embarked at this port with the Honourable Ernest Lapointe, Minister of Justice, on the White Star-Dominion Liner SS. "MEGANTIC", on their way to England to attend the sittings of the Imperial Conference.

VISITS OF WARSHIPS

During the course of last year's navigation season, the British Atlantic and West Indies Squadron, composed of the H. M. S. "CALCUTTA", H. M. S. "CAPETOWN" and H. M. S. "VALERIAN" paid their annual visit to this Port.

The "VILLE D'YS", light cruiser of the French Navy, Atlantic and Iceland Service, also came to Quebec during last summer.

On the occasion of these visits, special entertainments were arranged for the officers and men of these warships.

SUMMARY OF THE OPERATIONS OF THE DIFFERENT DEPARTMENTS OF THE COMMISSION DURING 1926, AS COMPARED WITH THE YEAR 1925

Revenue

Revenue in 1926.....	\$ 678,882 06
Revenue in 1925.....	568,533 25
Increase in 1926.....	\$ 110,348 81

Operating Expenditures

Expenditure in 1926.....	\$ 595,272 89
Expenditure in 1925.....	484,670 36
Increase in 1926.....	\$ 110,602 53

The surplus of Revenue over Operating Expenditures for 1926, has been \$83,609.17.

MOVEMENT OF VESSELS (Ocean and Coasting)

From the Sea, Montreal and the Great Lakes.

1926.....	997 vessels
1925.....	957 "
Increase in 1926.....	40 vessels
Total tonnage in 1926.....	4,047,406 tons
Total tonnage in 1925.....	3,897,576 "
Increase in 1926.....	149,830 tons

RAILWAY TRAFFIC DEPARTMENT

Cars handled in 1926.....	32,763 cars
Cars handled in 1925.....	30,587 "
Increase in 1926.....	2,176 cars

GRAIN ELEVATOR

Grain received in 1926.....	8,719,501 bushels
Grain received in 1925.....	5,177,659 "
Increase in 1926.....	3,541,842 bushels
Grain delivered in 1926.....	8,461,682 bushels
Grain delivered in 1925.....	4,837,986 "
Increase in 1926.....	3,623,696 bushels

There remained in the Elevator at December 31st, 1926: 1,664,338 bushels of grain, as against 1,406,519 bushels at the end of December, 1925.

IMPORTS AND EXPORTS (Ocean and Coasting Vessels)

Imports

	1925	1926
Grain received,.....	155,330 tons	261,585 tons
Coal,.....	353,386 "	352,859 "
Fuel Oil,.....	99,350 "	125,433 "
Other cargo,.....	78,098 "	125,734 "
	<hr/> 686,164 tons	<hr/> 865,611 tons
Increase in 1926:	150,678 tons.	

	1925	1926
Lumber and timber.	10,099,686 F. B. M.	18,879,599 F. B. M.

Exports

	1925	1926
Grain delivered,.....	145,140 tons	253,850 tons
Other cargo,.....	93,368 "	102,389 "
	<hr/> 238,508 tons	<hr/> 356,239 tons
Increase in 1926:	111,244 tons.	

	1925	1926
Lumber and timber..	12,821,961 F. B. M.	9,313,782 F.B.M.
Cattle,.....	9,139 heads	933 heads

Immigrants

Landed in 1925.....	47,306	Landed in 1926.....	63,785
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To this report are annexed the various statements and reports containing the information yearly forwarded to your Department in connection with the Harbour, and also a comparative statement of the Commissioners' accounts for the year 1926.

I have the honour to be,

Sir,

Your obedient servant,

CHARLES SMITH,

Secretary-Treasurer.

CHIEF ENGINEER'S REPORT

Quebec, January 4th, 1927.

Mr. CHARLES SMITH,
Secretary-Treasurer,
Quebec Harbour Commission,
Quebec, Que.

Dear Sir:—

I have the honour to submit the following Annual Report for 1926, covering works of new construction and improvements in the Port of Quebec.

PRINCESS LOUISE DOCKS

Dredging:—In order to maintain a draught of thirty-five feet at Low Water in the turning basin of the Estuary of the St. Charles River, the Commissioners' Dredge No. 2 was placed in operation on May 18th and worked until August 27th.

From soundings and the use of the Government's Detector in the early Spring, it was found out that considerable silting had taken place which necessitated the operation of the Dredge.

A certain amount of dredging was also done in the Custom House pond.

The total quantity of material removed amounted to 254,580 cubic yards or a daily average of 3,105 cubic yards.

Improved Railway Facilities:—Owing to the heavy traffic, all the 60 lb. rail over the property leased to the Canadian Import Company was replaced by 80 lb. rail, necessitating the replacement of nine switches and turnouts.

Cold Storage:—The southern half of the main Cold Storage House was insulated, increasing the Commissioners Cold Storage capacity to 558,000 cubic feet.

In addition to the above a Fish receiving Shed, adjacent to the Fish House, was constructed, insulated and piped, for the receiving and cleaning of fish.

A 2½" delivery and return brine pipe, properly insulated, was laid under Dalhousie Street from the Main Cold Storage House to the sample rooms of Messrs. Emond & Côté.

Shed No. 29:—The work started in the Fall of 1925 at the west section of the Shed, consisting of a reinforced concrete slab under the north row of columns, was completed during the Winter.

It has been observed during the past Season, that the slab has not stopped settlement completely, but has improved considerably the stability of the shed and grain gallery in that section.

Cross-Wall Bridge:—After the close of navigation, work was commenced on the rail foundation of the Cross-Wall Draw Bridge which required important repairs. This bridge has been operated since the early eighties, with very little repairs; the work has to be done in Winter on account of heavy traffic in Summer.

Cattle Depot:—The southern half of shed 27 was converted into cattle pens with water and feeding facilities similar to the northern half of the Shed. The cattle depot has now 82 pens giving ample accommodation for 2,000 heads of cattle.

Shed No. 14:—The Clarke Steamship Company having increased their fleet serving the north and south shores of the St. Lawrence River and started a service to Newfoundland, Shed No. 14, which is used by this Company, had to be enlarged. An extension at the southern end of the Shed was built, measuring 150 feet by 40 feet; the type of construction being a steel framed shed covered with Robertson's Protected Metal, and a concrete floor throughout the old shed and extension. Shed No. 14, which is situated on the Cross-Wall, now measures 350 feet by 40 feet.

General Improvements:—Works of minor importance carried out during the past year were as follows:—

The Tug "AVISO" was placed on the Davie Slip and underwent important repairs to her hull, consisting mainly of new plates and frame ribs. Her present condition is now as good as new.

Paving with 3" deals various portions of the Sheds, and the renewal of road crossings.

Placing horizontal and vertical fenders in the outside basin opposite sheds 14 and 20.

Raising and paving North east corner of Pointe-à-Carey Wharf.

The construction of two eight-foot diameter floating fenders.

The Commissioners floating equipment was overhauled and the plant generally has been maintained in good working order.

The Cross-Wall Bridge was operated for the first time during the past Season on April 14th and for the last time on December 15th.

The water was retained in the Wet Dock for the first time during 1926 on April 28th and for the last time on December 7th.

WOLFE'S COVE TERMINALS

Dredging:—On March 15th construction of a suction Dredge, the "GENERAL WOLFE", was started by the Contractors at Wolfe's Cove, and the hull completed in the first days of June. B. C. Fir reinforced with steel was used in the construction of the hull, and the machinery came all rail from Vancouver.

The Dredge was launched on the 12th of June, the machinery installation and test done by the 7th of July.

The "GENERAL WOLFE" started dredging operations on the 7th of July and worked continuously until the 22nd of September, removing 221,201 cubic yards in preparation for the crib seats between station 30.00 and station 44.20. The material was deposited by a delivery pipe into the depression between the Canadian National Railway line and Champlain Street for filling purposes.

Another dredge of a dipper type, the "KING EDWARD", was also at work at Wolfe's Cove between the 1st of June and the 11th of August. This dredge prepared the approach channel to the launch-ways, and removed old crib obstructions from station 44-20 to station 50-00. The quantity excavated was 32,058 cubic yards.

Cribs: The Construction of the first crib was started on the launchway the 14th of May and progress made as follows:

Crib No.		Started	Launched	Completed	Sunk	Work Stopped
Anchor Crib	No. 20	May 14th	June 21st	Oct. 7th	Oct. 8th	
Main Crib	No. 19	June 21st	July 11th	Oct. 19th	Oct. 23rd	
" "	No. 18	July 28th	Aug. 11th	Sept. 25th	Oct. 24th	
" "	No. 17	July 12th	July 28th	26 courses built		Aug. 21st
Anchor "	No. 16	Aug. 12th	Aug. 24th	19	" "	Oct. 21st
Main "	No. 15	Aug. 25th	Oct. 12th	10	" "	Oct. 18th
" "	No. 14	Oct. 12th	Nov. 8th	8	" "	Nov. 18th

All timber work was suspended on November 18th and the Contractors started to put the plant in shape for the winter. Cribs Nos. 14, 15, 16 and 17 were taken to the Outer Basin of the Louise Embankment on December 5th and 6th.

Had the necessary dredging of the crib seats been ready in time and the required stone filling been available, the progress made would have been much more considerable. Instead of but three cribs being sunk, at least nine cribs should have been in place by the middle of October.

5,281,434 f.b.m. of timber in cribs; 258,637 lbs. of machine bolts; 375,522 lbs. of drift bolts; and 170,476 lbs. of cast iron washers were returned in our estimates under their respective headings. We still have on hand 5,532,799 f.b.m. of timber for the 1927 operations, and the Contractors expect to have the required timber for the remaining cribs delivered in Quebec not later than the 1st of July next.

Stone Filling:—The delivery of stone on scows from Baker's Quarry at Chateau Richer was started on the 21st of September and closed on the 22nd of November. The Victoria Quarry was operated from the 12th of October to the 26th of November.

The following table shows the quantity of stone hauled in 1926 and points of supply:

Quarry	Crib No. 20 (cu. yds.)	Crib No. 19 (cu. yds.)	Crib No. 18 (cu. yds.)	Totals (cu. yds.)
Chateau Richer.....	5,296.00	5,904.4	2,038.0	13,238.4
Victoria Cove.....	1,551.6	2,873.0	5,536.5	9,961.1
Chevalier's.....	174.1	.....	185.7	359.8
Totals.....	7,021.7	8,777.4	7,760.2	23,559.3

The delivery of stone was another important cause of delay in the year's work. The plant used by the Contractors for the purpose of delivering stone to the works was inadequate. I am informed by the Contractors that a sufficient number of tugs and scows will be provided next Spring in order to avoid any further delay in the future.

Rip-Rap Embankment:—The construction of the Rip-Rap Embankment to retain the fill at Wolfe's Cove was continued throughout the year, work being discontinued periodically as the weather impeded the progress of the work.

During the year 87,901 cubic yards of stone were handled and the wage list amounted to \$137,462.53.

Culvert:—The 4' x 4' reinforced concrete culvert started in 1925 was continued from the Railway Embankment towards Champlain street to the high water mark.

I have the honour to be,

Yours very sincerely,

T. L. TREMBLAY,
General Manager and Chief Engineer.

HARBOUR MASTER'S REPORT

Quebec, December 31st, 1926.

Mr. CHARLES SMITH,
Secretary-Treasurer,
Quebec Harbour Commission,
Quebec.

Sir:—

I have the honour to submit the following report for the year 1926:

January 11th, the Ice-Bridge on the North Channel between the Island of Orleans and the Main land was open to traffic.

January 12th, the SS. "Island of Orleans" of the Island Ferry Company, entered her winter quarters for the remaining of the winter months.

February 27th, the C. G. Ice-Breakers "Mikula", "Mont-calm" and "Lady Grey". employed during the month in ice Patrol duties.

March 6th, the C. G. SS. "Mikula" left port at 6.00 a.m. for North Shore and Ellis Bay, Anticosti Island.

March 18th, C. G. SS. "Mikula" arrived from Ellis Bay and North Shore.

March 22nd, C. G. SS. "Mikula" and "Lady Grey" left for Three Rivers.

March 26th, owing to the sudden rise of the temperature during the latter part of the month, the ice in the Louise Basin is melting very fast.

March 27th, the SS. "Gaspesia" of the Clarke Steamship Company, left port at 5.00 a.m. for Lower Gulf Ports, and North Shore. First departure of the season from this port.

April 5th, the SS. "Gaspesia" arrived from Lower St. Lawrence and Gulf Ports. First arrival of the season.

April 25th, the SS. "Aurania", Captain Townle, of the Cunard Line, arrived in port at 5.30 a.m. from Liverpool. First Transatlantic Passenger and Mail Steamer to arrive this season.

April 26th, Owing to the great quantity of ice in the Channel, from Quebec to Montreal, the first fleet of Transatlantic Passenger and Mail Steamers bound up River, had to land their freight and passengers at this port, and take on their cargoes here for the outward bound voyages.

May 5th, the Gaspé Trader arrived from Montreal, first arrival from that port this season.

July 21st, the French Cruiser "Ville d'Ys" arrived at this port, and remained until July 26th. Left on above date at 6.00 a.m. for Gaspé Basin. Commander Perrier of the French Navy in command.

August 25th, H. M. S. "Capetown" arrived and anchored in the Stream. On the 26th at 4.30 a.m. left for Montreal.

August 27th, H. M. S. "Valerian" and "Wistaria" arrived and remained here until 30th, left at 6.00 a.m. for Montreal.

August 30th, at noon the H. M. S. "Calcutta", Flag-ship of the West Indies and North Atlantic Squadron, under command of Vice-Admiral Sir Walter Henry Cowan, arrived at this port on her annual visit to the St. Lawrence waters. September 5th, left for Montreal.

September 29th, His Excellency Lord Byng, Baron of Vimy, Governor General of Canada, left this port on the Canadian Pacific Liner SS. "Empress of France", for Southampton.

October 2nd, His Excellency Lord Willingdon, newly appointed by His Majesty King George V, Governor General of Canada, arrived and officially landed with his Staff, from the Canadian Pacific Liner SS. "Empress of Scotland".

October 9th, Right Honourable W. L. Mackenzie King, Prime Minister of the Dominion of Canada, embarked at this

port with the Minister of Justice, Honourable Ernest Lapointe, on the White Star Dominion Liner SS. "Megantic", bound for Liverpool.

November 22nd, the SS. "Athenia", of the Anchor Donaldson Line arrived from Glasgow, Scotland. Last Passenger Liner from Europe, inward from sea this season.

November 24th, the SS. "Empress of Scotland" of the Canadian Pacific, Transatlantic Service, left this port to take on her annual Round the World cruise, via New York.

November 27th, the SS. "Regina" of the White Star Dominion Line, left port for Liverpool, with passengers and mail, last Transatlantic Liner to depart from this port this season.

December 4th, owing to the sudden fall of the temperature in the last 24 hours, the River St. Lawrence was covered with drifting ice from Lower Traverse to Montreal.

December 6th, the Italian Steamer "Valnegra", inward from Rotterdam, bound for Montreal, came in for shelter, not being able on account of the ice conditions to proceed to her destination. On the 10th left for St. John, N.B.

December 12th, the SS. "Gaspesia" of the Clarke Steamship Company, left port for Ellis Bay and Gulf Ports.

December 13th, the Italian Steamer "Valcerusa", left for Catania, Sicily.

December 23rd, the SS. "Laval County", SS. "Newbrundoc" and SS. "Novadoc", left at 5.00 a.m. for sea. "Laval County" bound for Havre, France. The "Newbrundoc" and "Novadoc", Queenstown for orders. Last Ocean-Going Vessels to leave port this season.

December 26th, The SS. "Sable I", arrived from Ellis Bay, Anticosti Island. Last Coasting vessel from Lower St. Lawrence, this season.

December 24th. All vessels of the Inland and Coasting Navigation are at present moored in both Basins, and secured at their respective berths for the winter months.

This season, The Clarke Steamship Company, in addition to their fleet of fine Coasting Steamers, had the new and up-to-date Palatial Steamer SS. "Northland" on the St. Lawrence route plying between Montreal, Quebec via Gulf ports, with terminus at Corner-Brook, Newfoundland. This New Service proved to be a success and a great attraction for the tourists during the Summer months.

Shipbuilding has been very active at this Port since 1923. Four Lake Steamers, "The City of Kingston", the "City of Toronto", the "Winnipeg", and the "Selkirk", were

built and successfully launched, by the Davie Shipbuilding, at Lauzon, all these four steamers are employed in the Great Lakes and St. Lawrence trade. The SS. "Island of Orleans", of the Island Ferry Company, and a number of smaller coasting crafts, and Pontoons were also built by the same company during the period of four years. The total Gross Tonnages of all vessels built at this Port during this period amount to 14,000 tons.

Your obedient servant,

A. LANDRY,
Harbour Master.

**PORT OF QUEBEC—SUMMARY OF GROSS TONNAGE
AND NUMBER OF VESSELS ARRIVED
DURING 1926**

	Vessels	Tonnage
Coasting Vessels Inward from Sea...	299	417,288 Tons.
Coasting Vessels from Montreal and Great Lakes.....	231	427,087 "
Ocean Steamers Inward from Sea...	467	3,204,041 "
Ocean Steamers outward for Sea via Montreal and Quebec.....	471	3,204,618 "
Totals.....	1468	7,253,034 Tons.

**PORT OF QUEBEC (LEVIS) SUMMARY OF NET
TONNAGE AND NUMBER OF VESSELS
ARRIVED DURING 1926**

Vessels	Tonnage
49	113,713

RECORD OF ARRIVALS AND DEPARTURES AT THE PORT OF QUEBEC, 1926

MONTHS	COASTING VESSELS			SEA-GOING VESSELS				Total	Gross Tonnage per month
	From Seawards		From Montreal and Great Lakes	INWARDS		Including vessels from Montreal stopping at Quebec, (Ocean bound).	OUTWARDS		
	No. of Vessels	Gross Tonnage		No. of Vessels	Gross Tonnage			No. of Vessels Inwards	
March.....	14	13,098		11	69,560	1	14,345	25	83,658
April.....	28	30,164	10	77	533,725	83	583,394	115	581,519
May.....	40	56,716	23	57	436,968	59	445,576	120	539,828
June.....	41	59,370	25	60	428,326	63	403,347	123	529,767
July.....	42	60,381	41	57	406,326	56	403,543	140	541,174
August.....	54	73,506	33	66	430,521	67	435,783	153	568,935
September.....	33	48,972	45	71	452,654	71	453,675	149	579,762
October.....	38	56,712	43	54	401,198	52	402,465	135	533,367
November.....	9	18,369	11	14	44,763	19	53,487	34	89,396
December.....									
Totals.....	299	417,288	231	467	3,204,041	471	3,204,618	997	4,047,406

Total Tonnage for the Season 1926: 4,047,406 tons.

WHARFINGER'S REPORT

Quebec, January 4th, 1927.

CHARLES SMITH, Esq.,
Secretary-Treasurer,
Quebec Harbour Commission,
QUEBEC.

Sir:—

I have the honour to submit the following with reference to the traffic on the St. Charles Docks and Wharves showing the amount and description of cargo landed and shipped from the Docks during the season of 1926: —

INWARDS:

125,433 tons	Fuel Oil.
2,651 "	Sugar.
7,606 "	Molasses.
425 "	Paper, N. O. S.
94 "	Paper, Wrapping.
9,765 "	Sulphur.
12,805 "	Dry Goods.
403 "	Fruits, Dried.
84 "	Fruits, in tins.
2,164 "	Hardware and Machinery.
18,882 "	General Cargo.
1,023 "	Fire Bricks.
711 "	Pig Iron.
1,300 "	Earthenware.
664 "	Fish, in tins.
37 "	Fish, cured.
1,816 "	Liquors.
1,791 "	Glass.
299 "	Rice.
99 "	Tea.
65 "	Vegetables, dried.
23 "	Vegetables, in tins.
1,052 "	Beans.

308 tons	Alumino Ferric.
222 "	Nuts.
7,380 "	Phosphates.
157 "	Bottles.
3,412 "	Glassware and Crockery.
6,159 "	Toys.
258 "	Sulphate of Potash.
447 "	Grindstones.
184 "	Onions.
147 "	Furniture.
7,320 "	Salt.
4,316 "	Rags.
1,283 "	Steel Bars and Plates.
66 "	Anchors and Chains.
255 "	Life Boats.
18 "	Linoleum.
24 "	Cocoa.
202 "	Wire Netting.
85 "	Granite.
196 "	Asphalt.
13 "	Peas.
12 "	Tar.
31 "	Nitrate of Soda.
28 "	Wire rope.
72 "	Cheese.
57 "	Skins.
104 "	Steel and Iron tubing.
47 "	Steel Tires.
153 "	Books.
6 "	Marble.
49 "	Caustic Soda.
17 "	Beer.
41 "	Church Ornaments.
12 "	Stationery.
48 "	Groceries.
77 "	Raw Hides.

Total: 222,398 tons.

1,611,467 F.B.M. Lumber.
 17,268,132 " B. C. Fir.

6 Horses.

292,531	Tons	Bituminous Coal.
9,992	"	Scotch Anthracite Coal.
45,506	"	American " "
4,830	"	Coke.

8,719,501 Bushels Grain. —

OUTWARDS:

48	Tons	Fresh Fish.
747	"	Dry Cod.
31,083	"	Asbestos.
7,202	"	Meats.
279	"	Pears.
62	"	Peas.
161	"	Reeled Paper.
601	"	Paper Board.
153	"	Condensed Milk.
483	"	Wet Pulp.
65	"	Force.
280	"	Rolled Oats.
16,218	"	Flour.
2,942	"	Apples.
3,906	"	Lard.
1,119	"	Cheese.
60	"	Rubbers.
384	"	Tires and Tubes.
61	"	Tobacco.
1,219	"	Hay.
101	"	Lobsters.
289	"	Oleo Oil.
2,499	"	General Cargo.
14	"	Leather.
47	"	Boots and Shoes.
24	"	Eggs.
43	"	Corn Flakes.
50	"	Butter.
24	"	Plums.
212	"	Automobiles.
2,505	"	Lead Concentrates.
13,021	"	Zinc "

Total: 85,902 Tons.

323,184 F.B.M. Spoolwood.
5,669,012 “ Lumber.
3,321,586 “ Timber.

933 Heads of Cattle.
8,461,662 Bushels Grain.

LOWER PORTS STEAMERS

INWARDS:

8,649 Tons General Cargo.

OUTWARDS:

11,893 Tons General Cargo.

QUEBEC—MONTREAL

INWARDS:

20,120 Tons General Cargo.

OUTWARDS:

4,594 Tons General Cargo.

The Canadian Import Company have 32,000 tons of coal stored on the space rented to them.

The Dominion Coal Company have 17,000 tons of coal stored on the space rented to them.

There are wintering on Louise Docks lumber, laths, coal, etc.

There are stored in the different sheds spoolwood, salt, shingles, lumber, fertilizers, etc.

The Docks are occupied during the winter months by cribs and vessels of various tonnages, where they find safe quarters until the opening of navigation.

I have the honour to be,

Sir,

Your obedient servant,

A. Le TELLIER,
Wharfinger.

ELEVATOR SUPERINTENDENT'S REPORT

Quebec, January 1st, 1926.

Mr. CHARLES SMITH,
Secretary-Treasurer,
Quebec Harbour Commissioners.

Dear Sir:—

I beg to submit the following annual report of the Harbour Commissioners Elevator No. 2 for the Season of 1926.

The total amount of grain being as follows:

GRAIN RECEIVED

In store at the end of year 1925.....	1,406,519 Bushels.
Wheat.....	5,781,304 Bushels.
Corn.....	636,427 “
Oats.....	1,909,223 “
Barley.....	392,547 “
<hr/>	
Total.....	10,126,020 Bushels.

GRAIN DELIVERED

By Conveyors.....	5,908,016 Bushels.
By Cars.....	342,864 “
By Bags.....	2,210,802 “ 8,461,682 Bushels.

In store December 31st..... 1,664,338 Bushels.

From the total of Grain delivered 2,553,666 Bushels were local deliveries, of which amount 222,684 bushels were recleaned.

Respectfully submitted,

H. PETERSON,
Superintendent.

TRAFFIC MANAGER'S REPORT

Quebec, 31st December, 1926.

Mr. CHARLES SMITH,
Secretary-Treasurer,
Harbour Commission, Quebec.

Dear Sir:—

I beg to transmit for the information of the Commissioners a report of the operation of the Traffic Department during the year 1926.

Loaded cars received.....	6,254	
Loaded cars forwarded.....	10,995	
	<hr/>	17,249
Empty cars received.....	10,121	
Empty cars forwarded.....	5,393	
	<hr/>	15,514
Total number of cars handled.....		<hr/> 32,763

Loaded passenger, mail. and baggage cars handled...	2,802
Total number of cars of coal handled.....	<hr/> 6,337

The Commissioners' four locomotives are being cared for by the staff in our shop.

Your obedient servant,

L. FORTIN,
Traffic Manager.

REPORT OF THE MANAGER OF THE COLD STORAGE WAREHOUSE

Quebec, December 31st, 1926.

Mr. CHARLES SMITH,
Secretary-Treasurer,
Harbour Commission, Quebec.

Sir,

I have the honor to submit the following report with regard to the principal goods and merchandise stored in the Commissioners' Cold Storage Warehouse since January 1st, 1926, to date.

Apples.....	6,874 Barrels and Boxes.
Other fruits.....	4,946 Boxes
Vegetables.....	383,090 lbs.
Meats.....	711,236 lbs.
Frozen and salted Fish.....	1,272,096 lbs.
Eggs.....	172,500 doz.
Frozen eggs.....	45,100 lbs.
Butter.....	852,544 lbs.
Groceries.....	1,519,587 lbs.
Small fruits (Strawberries, etc.)..	149,209 lbs.

I beg to draw the Commissioners' attention to the fact that the above figures show an increase in comparison with the figures for the year 1925.

I beg also to state that we have not received any claims for shortage in the deliveries of the goods in storage, as is frequently the case in other Cold Storage Warehouses.

Hoping the above report will be found satisfactory,

I am, Sir,

Your obedient servant,

A. H. DEROME,
Manager.

COMPARATIVE STATEMENT OF THE ACTIVITIES OF THE PORT OF QUEBEC FOR THE PAST FIVE YEARS

REVENUE AND EXPENDITURE

Revenue

Revenue in 1922.....	\$	376,455	65
“ “ 1923.....		407,116	31
“ “ 1924.....		568,627	77
“ “ 1925.....		568,533	25
“ “ 1926.....		678,882	06

Operating Expenditure

Expenditure in 1922.....	\$	309,361	23
“ “ 1923.....		379,826	37
“ “ 1924.....		397,078	18
“ “ 1925.....		484,670	36
“ “ 1926.....		595,272	89

The surplus of Revenue over the Operating Expenditures for 1926, has been \$83,609.17.

MOVEMENT OF VESSELS (Ocean and Coasting)

From the Sea, Montreal and the Great Lakes

1922.....	494	vessels
1923.....	522	“
1924.....	668	“
1925.....	957	“
1926.....	997	“

RAILWAY TRAFFIC DEPARTMENT

Cars handled in	1922.....	26,055 cars
“ “	1923.....	28,232 “
“ “	1924.....	29,548 “
“ “	1925.....	30,587 “
“ “	1926.....	32,763 “

GRAIN ELEVATOR

Grain received in	1922.....	3,675,340 bus.
“ “	1923.....	5,679,277 “
“ “	1924.....	5,265,829 “
“ “	1925.....	5,177,659 “
“ “	1926.....	8,719,501 “

Grain delivered in	1922.....	3,602,728 bus.
“ “	1923.....	5,618,679 “
“ “	1924.....	4,540,616 “
“ “	1925.....	4,837,986 “
“ “	1926.....	8,461,682 “

IMPORTS AND EXPORTS

Imports

1922...	499,620 tons		
1923...	643,912 “		
1924...	594,614 “	plus 2,876,504 F.B.M. Lumb. & Timb.	
1925...	686,164 “	“ 10,099,686 F.B.M.	“ “
1926...	865,611 “	“ 18,879,599 F.B.M.	“ “

Exports

1922...	150,781 tons, plus 23,535,034 F.B.M. Lumb. & Timb		
1923...	272,505 “ “	16,376,598 F.B.M.	“ “
1924...	266,285 “ “	10,472,012 F.B.M.	“ “
1925...	241,554 “ “	12,821,961 F.B.M.	“ “
1926...	356,239 “ “	9,313,782 F.B.M.	“ “

STATEMENT OF IMMIGRANTS LANDED AT THE
PORT OF QUEBEC
FROM THE YEAR 1860 TO 1926 INCLUDED

Year	Number of Immigrants	Year	Number of Immigrants
1860.....	10,150	1894.....	20,989
1861.....	19,923	1895.....	19,774
1862.....	22,176	1896.....	18,167
1863.....	19,419	1897.....	20,495
1864.....	19,147	1898.....	20,842
1865.....	21,355	1899.....	14,204
1866.....	28,648	1900-1901.....	23,929
1867.....	30,757	1901-1902.....	21,147
1868.....	34,300	1902-1903.....	38,068
1869.....	43,114	1903-1904.....	45,987
1870.....	44,475	1904-1905.....	60,843
1871.....	37,020	1905-1906.....	71,440
1872.....	34,743	1906-1907.....	41,537
1873.....	36,901	1907-1908.....	112,324
1874.....	23,894	1908-1909.....	44,070
1875.....	16,038	1909-1910.....	52,352
1876.....	10,901	1910-1911.....	106,621
1877.....	7,743	1911-1912.....	125,950
1878.....	10,295	1912-1913.....	136,764
1879.....	17,251	1913-1914.....	157,936
1880.....	24,997	1914-1915.....	49,431
1881.....	20,238	1915-1916.....	6,168
1882.....	44,850	1916-1917.....	6,408
1883.....	45,966	1917-1918.....	777
1884.....	31,529	1918-1919.....	287
1885.....	17,030	1919-1920.....	37,125
1886.....	22,782	1920-1921.....	65,969
1887.....	32,749	1921-1922.....	40,730
1888.....	28,530	1922-1923.....	31,717
1889.....	22,091	1923-1924.....	71,290
1890.....	21,165	1924-1925.....	66,981
1891.....	23,435	1925-1926.....	47,306
1892.....	27,422	1926-1927.....	63,785
1893.....	46,888		
			2,549,335

(The above list does not include Immigrants destined to the United States)

ERNEST H. S. WOODSIDE, CHARLES SMITH,
Comptroller. Secretary-Treas.

QUEBEC HARBOUR COMMISSIONERS

Reevnue Account for the year ending December 31st, 1926

Operating Receipts:

Elevators.....	\$ 156,687.56
Sheds.....	10,561.40
Freight Hoists.....	18,932.73
Harbour Railways.....	95,735.11
Floating Crane.....	2,776.18
Wharfages.....	108,929.61
Rentals.....	114,254.12
Sundry Receipts.....	64,778.05
Cold Storage Plant.....	42,442.30
Immigration.....	63,785.00

\$ 678,882.06

Quebec Harbour Commissioners' Office,
January 3rd, 1927.

ERNEST H. S. WOODSIDE,
Comptroller.

Operating Expenditures:

Elevators.....	\$ 100,119.03
Sheds.....	89,104.97
Freight Hoists.....	12,289.29
Harbour Railways.....	108,095.57
Floating Crane.....	4,236.94
Wharves.....	60,494.01
Sundry Expenditures.....	25,236.12
Cold Storage Plant.....	74,269.32
Interest on Debentures.....	46,000.00
Administration.....	75,427.64
Surplus over years working ex- penditures.....	83,609.17

\$ 678,882.06

CHARLES SMITH,
Secretary-Treasurer.

QUEBEC HARBOUR COMMISSIONERS

Comparative Statement of the Revenue for the years 1925 and 1926

	1926	1925	Difference	1926
Elevators.....	\$ 156,687.56	\$ 125,552.57	\$ 31,134.99	Increase
Sheds.....	10,561.40	6,892.25	3,669.15	do
Freight Hoists.....	18,932.73	15,976.94	2,955.79	do
Harbour Railways.....	95,735.11	86,774.25	8,960.86	do
Floating Crane.....	2,776.18	3,845.30	1,069.12	Decrease
Wharfages.....	108,929.61	76,633.15	32,296.46	Increase
Rentals.....	114,254.12	112,041.28	2,212.84	do
Sundry Receipts.....	64,778.05	56,683.48	8,094.57	do
Cold Storage Plant.....	42,442.30	36,828.03	5,614.27	do
Immigration.....	63,785.00	47,306.00	16,479.00	do
	\$ 678,882.06	\$ 568,533.25	\$ 110,348.81	Increase

The Quebec Harbours Commissioners' Office.
January 3rd, 1927.

ERNEST H. S. WOODSIDE,

Comptroller.

CHARLES SMITH,
Secretary-Treasurer.

QUEBEC HARBOUR COMMISSIONERS

Expenditure on Capital Account on Approved Estimates out of the Vote of Parliament Under the Quebec Harbour Advances Acts 1913-1914-1917-1922-1925.

Dredging St. Charles River.....	\$	52,536.83
Reconstruction Wharf at Indian Cove.....		160.00
Cold Storage Warehouse.....		78,205.88
Improvements to Permanent Landing Sheds....		37,058.59
Light and Power D. Equipment.....		2,153.77
New Floating Fenders.....		5,543.94
Cattle Depot.....		6,654.12
Improvement to Atkinson's Wharf.....		1,957.40
Central Heating Plant.....		497.69
Improvement to Elevator No. 2.....		5,972.99
Railway Improvements.....		10,920.57
Survey Work Wolfe's Cove.....		14,418.96
Dredging..... Wolfe's Cove.		77,073.56
Borings and Soundings..... do		7,188.37
Excavations..... do		213,586.37
Cribs and Bulkheads..... do		476,498.04
Plant and Equipment.....		3,831.15
	\$	994,258.23

The Quebec Harbour Commissioners' Office,

January 3rd, 1927.

ERNEST H. S. WOODSIDE,	CHARLES SMITH,
Comptroller.	Secretary-Treas.

MEMORANDUM

Showing the opening and closing of Navigation in the Port of Quebec
from 1830 to 1926

Year	First Arrival of Schooner from Below	First Steamer from Montreal	First Arrival from Sea	Last Sailing for Sea
1830	April 17	April 17	December 4
1831	April 21	April 16	November 30
1832	April 29	May 4	November 30
1833	April 18	May 10	November 25
1834	April 18	May 6	November 24
1835	May 4	May 2	November 25
1836	May 11	May 11	November 26
1837	May 1	April 29	November 18
1838	April 28	May 3	November 20
1839	April 21	May 8	November 23
1840	April 19	April 25	November 29
1841	May 1	April 29	November 28
1842	April 21	May 3	November 28
1843	May 5	April 18	November 28
1844	April 24	May 3	November 23
1845	April 25	May 1	November 26
1846	April 17	April 24	November 27
1847	May 8	May 8	November 26
1848	April 6	May 1	November 21
1849	April 25	April 28	November 25
1850	April 25	April 28	November 28
1851	April 22	April 20	November 29
1852	April 30	April 15	December 4
1853	April 23	April 24	November 26
1854	May 5	April 29	November 29
1855	May 6	May 6	November 22
1856	April 27	April 20	November 23
1857	April 17	April 28	November 24
1858	April 18	April 29	November 25
1859	April 22	April 29	November 28
1860	April 26	April 28	November 26
1861	April 26	April 22	November 26
1862	April 20	April 16	November 29
1863	May 3	May 4	November 27
1864	April 25	April 27	November 30
1865	April 21	April 29	November 28
1866	April 26	April 28	December 1
1867	May 3	April 17	November 29
1868	April 28	April 23	November 28
1869	April 30	April 27	November 27
1870	April 25	April 16	December 21
1871	April 18	April 22	November 27
1872	May 6	April 30	November 26
1873	May 2	April 28	November 22
1874	May 10	April 28	November 25
1875	May 9	April 29	November 23
1876	May 9	May 6	November 26

MEMORANDUM

Showing the opening and closing of Navigation in the Port of Quebec
from 1830 to 1926

Year	First Arrival of Schooner from Below	First Steamer from Montreal	First Arrival from Sea	Last Sailing for Sea
1877	.....	April 26	April 25	November 25
1878	.....	April 21	April 20	November 24
1879	.....	May 2	April 29	November 28
1880	April 30	April 30	April 30	November 27
1881	April 1	April 26	April 26	November 28
1882	April 22	April 28	April 22	December 2
1883	April 23	May 5	April 23	December 1
1884	April 20	April 29	May 1	December 8
1885	April 19	May 7	May 5	November 21
1886	April 24	April 27	April 29	.....
1887	April 14	May 3	April 29	November 21
1888	April 8	May 4	April 29	November 30
1889	April 1	April 22	April 26	November 27
1890	April 3	April 29	April 29	November 25
1891	March 29	April 27	April 27	November 30
1892	April 27	April 24	April 28	November 24
1893	April 1	May 6	April 20	November 24
1894	March 21	April 23	April 26	December 5
1895	April 4	April 28	April 26	November 28
1896	April 22	May 1	April 24	November 26
1897	April 7	April 25	April 29	November 27
1898	April 12	April 19	April 25	November 28
1899	April 5	May 3	April 22	November 30
1900	March 28	April 27	April 23	December 5
1901	April 2	April 27	April 20	November 27
1902	March 21	April 15	April 13	December 4
1903	March 20	April 19	April 18	December 6
1904	March 31	May 3	April 24	December 8
1905	March 25	April 26	May 2	November 24
1906	April 4	April 24	April 23	December 2
1907	April 4	May 2	April 26	November 25
1908	April 8	May 1	April 21	December 1
1909	April 4	April 25	April 21	December 3
1910	March 28	April 15	April 9	December 1
1911	April 9	April 30	April 27	December 8
1912	April 9	April 28	May 1	December 12
1913	April 4	April 23	April 26	December 13
1914	April 3	May 1	April 28	December 4
1915	April 4	April 15	April 30	December 16
1916	April 8	April 23	April 30	December 21
1917	April 2	April 27	April 30	December 21
1918	April 4	April 30	May 7	January 11
1919	March 28	April 30	April 19	December 16
1920	April 1	April 27	April 24	December 12
1921	April 7	May 2	April 23	December 12
1922	April 15	April 21	April 30	December 10
1923	April 22	May 5	May 2	December 7
1924	March 30	April 25	April 17	December 2
1925	March 29	April 18	April 13	December 19
1926	April 4	May 5	April 25	December 23

STATEMENT OF ASSETS AND LIABILITIES

QUEBEC HARBOUR
Statement of Assets
as at December

ASSETS			
St. Charles Docks and Wharves.....\$	5,374,470	12	
Indian Cove Property.....	121,818	29	
Sillery Quarry Property....	1,063	70	
		\$	5,497,352 11
New Construction:			
Harbour Dredging.....	1,646,957	70	
Wharves Piers and Basins..	1,771,563	02	
Buildings and Permanent Sheds.....	1,554,208	90	
Railways.....	228,438	57	
Grain Elevators Galleries..	2,004,890	55	
Fuel Oil Lines.....	40,806	71	
Cold Storage Warehouse...	607,746	74	
Wolfe's Cove Terminals...	1,569,790	28	
Miscellaneous Construction	79,635	88	
			9,504,038 35
		\$	15,001,390 46
Interest on Capital Loans.....			20,520 58
Grantees Beach and Deep Water Lots..			17,261 21
Plant Equipment and Tools.....			926,836 30
Materials on Hand.....			38,441 35
Office Furniture.....			14,911 50
Unsettled claims against the Dominion Government:			
Dept. of Public Works.....	705,209	04	
do The Interior.....	351,437	32	
do Marine & Fish's..	314	25	
do Naval Service....	1,475	00	
do Militia & Defence.	38	75	
Intercolonial Railway.....	2,637	00	
Commissioners of the National Transcontinental Railway.....	2,253	96	
Dept. of Immigration and Colonization.....	249,362	00	
			1,312,727 32
Accounts Receivable.....			138,286 41
			1,451,013 73
Bills Receivable.....			596 18
Cash on Hand.....			1,925 60
Suspense Account.....			13,915 44
Accrued Rentals.....			2,191 96
Unearned Insurance.....			4,793 82
			\$ 17,347,121 45

COMMISSIONERS
and Liabilities
31st, 1926.

LIABILITIES:		
Quebec Harbour Debentures 51 Vic. Chap. 6,	\$ 3,612,802 42	
Receiver General.....	43,380 00	
Dominion Government:		
Securing Dock Walls.....	541,393 26	
Quebec Harbour Bonds 62-63 Vic. Ch. 34, 61 Vic. Ch. 48.....	350,000 00	\$ 4,197,575 68
Quebec Harbour Bonds 6-7 Edw. VII, Ch. 36.....	800,000 00	
Interest accrued to 1st Jan. 1927.....	9,860 00	
Quebec Harbour Debentures:		1,158,860 00
Series "A" 3-4 Geo. V, Chap. 41.....	5,500,000 00	
Series "B" 7-8 Geo. V, Chap. 4.....	1,500,000 00	
Series "C" 12-13 Geo. V, Chap. 40.....	1,500,000 00	
Series "D" 15-16 Geo. V, Chap. 51.....	877,800 00	
Vote 454 "1924".....		9,377,800 00
Lampson's Cove Capital Surplus.....		493,323 01
Beach and Deep Water Lots-See Contra....		453,167 86
Accounts Payable.....		17,261 21
Accrued Wages.....		8,741 11
Royal Bank of Canada.....		13,487 44
Banque Canadienne Nationale.....		178,276 13
Reserve for difference between cost and amount realized on Capital Investments.....		519,887 68
		101,228 16
SURPLUS:		
Revaluation Account.....	129,415 47	
Profit and Loss Account.....	823,253 80	
Accrued Interest on Debentures Series "D" to 1st Jan., 1927.....		952,669 27
		20,520 58
		\$ 17,347,121 45

Note. --The arrears of Interest on the old Debentures of the Dominion Government.

Interest on the "Quebec Harbour Debentures" Series "A", "B"
paid or provided for in the above Statement.

Quebec Harbour Commissioners' Office
January 3rd, 1927

AUDITORS'

We have the honour to report that we have examined the above statement the 31st December 1926, and we certify that, subject to the above note reservation at that date, as shown on the books and information supplied to us.

Quebec, January 28th., 1927.

ernment have not been accrued or in any way incorporated in the above and "C" amounting to \$2,870,900.53 to 1st January, 1927 have not been

CHARLES SMITH,
Secretary-Treasurer.

CERTIFICATE

tement of Assets and Liabilities of the Quebec Harbour Commissioners to-
lating to Interest on Debentures it exhibits the true position of the Commis-

MORIN, BARRY & COTE,

Per LEON COTE, C. A.,

Auditors.

PORT OF QUEBEC

STATEMENT of the Quantity and Value of the Principal Merchandise Exported from this Port during the Year ending 31st December, 1926, showing the countries to which Exported to also a Comparative Statement with Year 1925.

	Unit	Britain	United States	Belgium	Canada	Denmark	Netherlands	Poland	France	Germany	Holland	Italy	Ireland	India	New Zealand	South Africa	Switzerland	Other Countries	Total Exports 1926	Total Exports 1925
1 Animal of all kinds.....	No	947	93,614	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	93,614	1,072,003
2 Horses.....	No	18,706	215,411	2,996,276	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	196	.....	.....	2	2,754,111	13,700,000
3 Cattle.....	Head	1,177,771	2,069,776	15,311,171	1,624,111	.....	.....	.....	39,008	777,111	1,229,671	.....	.....	.....	.....	.....	.....	700	9,100	.....
4 Sheep.....	No	1	9,100	8,800	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,172,570	1,250,000
5 Horses and ponies.....	Head	1,004,211	117,800	1,170,281	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	6	11,117	70,000
6 Butter.....	100 lbs	144,251	41,005	27,227	.....	.....	.....	.....	.....	11,221	.....	.....	.....	.....	.....	.....	.....	7	440,782	744,432
7 Eggs.....	1000	2,213,801	440,782	51,012	.....	.....	.....	.....	.....	107,946	.....	.....	.....	.....	14,008	.....	.....	8	224,431	101,549
8 Coal.....	Tons	2,477,004	2,414,111	18	.....	.....	.....	.....	.....	.....	181,105	.....	.....	.....	.....	.....	.....	9	2,300	7,820
9 Eggs.....	1000	15,000	5,700	7,700	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	10	1,28,080	1,00,000
10 Eggs.....	1000	187,254	1,200,000	80,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	11	8,118	270,000
11 Eggs.....	1000	831,880	796,367	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	12	7,44,577	2,680,707
12 Eggs.....	1000	1,892,571	7,624,271	3,314,162	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	13	1,048	12,178
13 Eggs.....	1000	1,550	15,048	14,608	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	14	39,008	19,626
14 Eggs.....	1000	59,040	79,008	79,008	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	15	7,44,577	2,680,707
15 Eggs.....	1000	53,323	41,107	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	16	1,048	12,178
16 Eggs.....	1000	250,401	254,852	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	17	39,142	10,410
17 Eggs.....	1000	1,049,211	17,761	111,100	1,111	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	18	172,769	166,67
18 Eggs.....	1000	461,449	162,710	164,761	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	19	1,000	8,191
19 Eggs.....	1000	19,116	1,028,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	20	172,769	166,67
20 Eggs.....	1000	1,028,000	1,028,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	21	1,000	8,191
21 Eggs.....	1000	1,028,000	1,028,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	22	1,000	8,191
22 Eggs.....	1000	1,028,000	1,028,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	23	1,000	8,191
23 Eggs.....	1000	1,028,000	1,028,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	24	1,000	8,191
24 Eggs.....	1000	1,028,000	1,028,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	25	1,000	8,191
25 Eggs.....	1000	1,028,000	1,028,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	26	1,000	8,191
26 Eggs.....	1000	1,028,000	1,028,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	27	1,000	8,191
27 Eggs.....	1000	1,028,000	1,028,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	28	1,000	8,191
28 Eggs.....	1000	1,028,000	1,028,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	29	1,000	8,191
29 Eggs.....	1000	1,028,000	1,028,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	30	1,000	8,191
30 Eggs.....	1000	1,028,000	1,028,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	31	1,000	8,191
31 Eggs.....	1000	1,028,000	1,028,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	32	1,000	8,191
32 Eggs.....	1000	1,028,000	1,028,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	33	1,000	8,191
33 Eggs.....	1000	1,028,000	1,028,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	34	1,000	8,191
34 Eggs.....	1000	1,028,000	1,028,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	35	1,000	8,191
35 Eggs.....	1000	1,028,000	1,028,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	36	1,000	8,191

All goods exported by Land from this Port to Foreign Countries are not taken into account here, but at the Port of Exit from Canada. The above figures therefore only show the Quantity and Value of goods exported by water.

Compiled by J. A. BELLEAU, of H. M. C.

PORT OF QUEBEC

RECAPITULATION of the total Exports for the year ending 31st December 1926, showing the Countries to which exported, with a comparative Statement with year 1925.

Nos.	COUNTRIES	Value		Decrease		Increase	ARTICLES	Unit of Quantity	Quantity	Value	
		1925	1926	1926	1926					1926	1926
1	Great Britain.....	12,748,075	11,827,459	920,616	.....	.....	Apples.....	Bbls.	7,022	40,274	.....
2	United States.....	616,369	120,746	495,623	.....	.....	Vacuo and ham.....	Lbs.	8,731,070	1,865,270	.....
3	Austria.....	274	48	119	.....	.....	Fruits.....	\$	.....	45,201	.....
4	Belgium.....	995,979	1,486,996	.....	.....	.....	Grain.....	Bush.	898,139	1,383,989	.....
5	Czechoslovakia.....	.....	26,641	.....	.....	.....	Lard.....	Lbs.	9,916,202	1,412,629	.....
6	Denmark.....	.....	22,833	.....	.....	.....	Meats.....	Lbs.	402,606	55,526	.....
7	Estonia.....	.....	653,791	.....	.....	.....	Milk evaporated.....	Lbs.	279,900	26,000	.....
8	France.....	526,027	4,726	13,973	.....	.....	Wood.....	\$	.....	12,325	.....
9	Finland.....	18,699	2,081,788	664,102	.....	.....	Other articles.....	\$	.....	147,241	.....
10	Germany.....	2,695,890	1,099,310	.....	.....	.....	Total.....	\$	.....	4,978,435	.....
11	Holland.....	180,478	750,074	.....	.....	.....	.....	.....	.....	.....	.....
12	Italy.....	112,346	15,710	30,807	.....	.....	.....	.....	.....	.....	.....
13	Ireland.....	46,517	.....	.....	.....	.....	.....	.....	.....	.....	.....
14	India.....	5,085	26,855	.....	.....	.....	.....	.....	.....	.....	.....
15	Japan.....	19,815	82,657	19,815	.....	.....	.....	.....	.....	.....	.....
16	Newfoundland.....	96,940	14,283	.....	.....	.....	.....	.....	.....	.....	.....
17	Norway.....	2,699	1,716	.....	.....	.....	.....	.....	.....	.....	.....
18	Spain.....	8,075	6,866	.....	.....	.....	.....	.....	.....	.....	.....
19	Sweden.....	.....	59,625	.....	.....	.....	.....	.....	.....	.....	.....
20	Switzerland.....	349	15,018	.....	.....	.....	.....	.....	.....	.....	.....
21	South Africa.....	3,661	8,227	.....	.....	.....	.....	.....	.....	.....	.....
22	Other Countries.....	1,134	3,794	.....	.....	.....	.....	.....	.....	.....	.....
23	Total.....	\$ 18,048,362	18,260,260	2,167,158	.....	.....	.....	.....	.....	.....	.....
	Total increase.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	

STATEMENT of the Quantity and value of the Principal Merchandise imported from the United States in transit to this Port and exported to Europe by Steamers during the Summer 1926.

PORT OF QUEBEC

DOMINION OF CANADA

PORT OF QUEBEC

COMPARATIVE STATEMENT of the Number and Tonnage of Sea-going Steamers and Sailing Vessels with the Number of Men employed entered Inwards and Outwards at the Custom House for the years ending on the 31st December, 1925 and 1926 showing the Countries from whence they came and for which they cleared, whether with Cargo or in Ballast, also distinguishing the Countries to which they belonged:

Compiled by J. A. SENTERRE, of H. M. Customs and Excise

RETURN OF VESSELS INWARDS FOR THE YEARS ENDING 31st DECEMBER 1925 and 1926									
1925					1926				
Vessels	Tons	Men	Vessels	Men	Vessels	Tons	Men	Vessels	Men
At Port of Quebec	408 194 124	7980	390 187 7235	7687	400 194 124	7980	7687	295 114 40	6994
At Port of Quebec	570 198 583	12279	560 198 583	12279	570 198 583	12279	12279	270 105 213	8012
In ballast	29 45566	720	30 60207	1116	do	29 45566	720	23 77091	1474
Total	408 194 124	55980	390 187 7235	5695	Total	295 114 40	20921	270 122064	33508
Number of Steamers	390 194 088	55918	364 187 888	55083	Number of Steamers	295 114 088	55083	265 1220 000	33508
do sailing Vessels	12 726	71	5 372	34	do sailing Vessels	15 1005	98	5 353	28
Total	408 194 124	55980	369 187 923	55980	Total	295 114 088	55083	270 1220 000	33508
From Vessels	55 125 046	1621	38 8306	1112	From Vessels	22 96218	2748	48 106121	3073
Total	408 194 124	55980	390 187 923	55980	Total	295 114 088	55083	270 1220 000	33508
RETURN OF VESSELS OUTWARDS FOR THE YEARS ENDING 31st DECEMBER 1925 and 1926									
1925					1926				
Vessels	Tons	Men	Vessels	Men	Vessels	Tons	Men	Vessels	Men
At Port of Quebec	408 194 124	7980	390 187 7235	7687	400 194 124	7980	7687	295 114 40	6994
At Port of Quebec	570 198 583	12279	560 198 583	12279	570 198 583	12279	12279	270 105 213	8012
In ballast	29 45566	720	30 60207	1116	do	29 45566	720	23 77091	1474
Total	408 194 124	55980	390 187 7235	5695	Total	295 114 088	55083	270 1220 000	33508
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At Port of Quebec	570 198 583	12279	560 198 583	12279	570 198 583	12279	12279	270 105 213	8012
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Total	408 194 124	55980	390 187 7235	5695	Total	295 114 088	55083	270 1220 000	33508
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Total	408 194 124	55980	369 187 923	55980	Total	295 114 088	55083	270 1220 000	33508
From Vessels	55 125 046	1621	38 8306	1112	From Vessels	22 96218	2748	48 106121	3073
Total	408 194 124	55980	390 187 923	55980	Total	295 114 088	55083	270 1220 000	33508

x.—Not under the survey of Port of Quebec, since April, 1926.

J. A. SENTERRE.
Customs and Excise, Quebec.

Compiled by J. A. SANTERRE, of H. M. CUSTOMS AND EXCISE.

PORT OF QUEBEC

Returns showing the opening of navigation at the Port of Quebec in each year, from 1832 to 1926 inclusively, also the date of closing thereof during that period:

Returns of the Number and Tonnage of Sailing vessels entered Inwards and Outwards at the Custom House, Quebec, from 1850 to 1926.

Years	Arrivals		Arrivals		Sailed	INWARDS		OUTWARDS	
	from Montreal Steamers	Date	from sea	Date		Vessels	Tonnage	Vessels	Tonnage
1832	April	29 May	4 November	30	1850	1196	465804	1275	494021
1833	"	18 "	10 "	23 "	1851	1300	533427	1394	588063
1834	"	18 "	10 "	23 "	1852	1234	506123	1270	535913
1835	May	11 "	2 "	25 "	1853	1416	570826	1406	505297
1836	"	4 "	2 "	25 "	1854	1416	570826	1406	505297
1837	"	11 "	2 "	25 "	1855	750	354202	877	408064
1838	April	26 May	20 "	18	1856	990	462063	1068	468647
1839	"	21 "	3 "	20	1857	1283	690444	1355	644262
1840	"	19 April	8 "	23	1858	1007	510653	1058	531860
1841	May	25 May	25 "	28	1859	970	510653	1061	531860
1842	April	5 April	25 "	28	1860	1252	610653	1283	671157
1843	May	21 May	3 "	28	1861	1572	791715	1530	771752
1844	April	24 May	18 "	28	1862	1347	631795	1310	619106
1845	"	3 "	3 "	23	1863	1061	807647	1756	861208
1846	May	17 May	24 "	26	1864	1425	763867	1561	822330
1847	"	6 May	8 "	27	1865	1406	775476	1690	964357
1848	"	11 May	11 "	27	1866	1319	697043	1332	719850
1849	"	22 May	11 "	27	1867	917	477544	1275	654213
1850	"	22 May	11 "	27	1868	952	640987	870	408064
1851	"	22 May	11 "	27	1869	952	640987	1000	728607
1852	"	22 May	11 "	27	1870	1001	750078	999	674894
1853	"	22 May	11 "	27	1871	1001	750078	999	674894
1854	"	22 May	11 "	27	1872	1002	750078	999	674894
1855	"	22 May	11 "	27	1873	1002	750078	999	674894
1856	"	22 May	11 "	27	1874	1002	750078	999	674894
1857	"	22 May	11 "	27	1875	1002	750078	999	674894
1858	"	22 May	11 "	27	1876	1002	750078	999	674894
1859	"	22 May	11 "	27	1877	1002	750078	999	674894
1860	"	22 May	11 "	27	1878	1002	750078	999	674894
1861	"	22 May	11 "	27	1879	1002	750078	999	674894
1862	"	22 May	11 "	27	1880	1002	750078	999	674894
1863	"	22 May	11 "	27	1881	1002	750078	999	674894
1864	"	22 May	11 "	27	1882	1002	750078	999	674894
1865	"	22 May	11 "	27	1883	1002	750078	999	674894
1866	"	22 May	11 "	27	1884	1002	750078	999	674894
1867	"	22 May	11 "	27	1885	1002	750078	999	674894
1868	"	22 May	11 "	27	1886	1002	750078	999	674894
1869	"	22 May	11 "	27	1887	1002	750078	999	674894
1870	"	22 May	11 "	27	1888	1002	750078	999	674894
1871	"	22 May	11 "	27	1889	1002	750078	999	674894
1872	"	22 May	11 "	27	1890	1002	750078	999	674894
1873	"	22 May	11 "	27	1891	1002	750078	999	674894
1874	"	22 May	11 "	27	1892	1002	750078	999	674894
1875	"	22 May	11 "	27	1893	1002	750078	999	674894
1876	"	22 May	11 "	27	1894	1002	750078	999	674894
1877	"	22 May	11 "	27	1895	1002	750078	999	674894
1878	"	22 May	11 "	27	1896	1002	750078	999	674894
1879	"	22 May	11 "	27	1897	1002	750078	999	674894
1880	"	22 May	11 "	27	1898	1002	750078	999	674894
1881	"	22 May	11 "	27	1899	1002	750078	999	674894
1882	"	22 May	11 "	27	1900	1002	750078	999	674894
1883	"	22 May	11 "	27	1901	1002	750078	999	674894
1884	"	22 May	11 "	27	1902	1002	750078	999	674894
1885	"	22 May	11 "	27	1903	1002	750078	999	674894
1886	"	22 May	11 "	27	1904	1002	750078	999	674894
1887	"	22 May	11 "	27	1905	1002	750078	999	674894
1888	"	22 May	11 "	27	1906	1002	750078	999	674894
1889	"	22 May	11 "	27	1907	1002	750078	999	674894
1890	"	22 May	11 "	27	1908	1002	750078	999	674894
1891	"	22 May	11 "	27	1909	1002	750078	999	674894
1892	"	22 May	11 "	27	1910	1002	750078	999	674894
1893	"	22 May	11 "	27	1911	1002	750078	999	674894
1894	"	22 May	11 "	27	1912	1002	750078	999	674894
1895	"	22 May	11 "	27	1913	1002	750078	999	674894
1896	"	22 May	11 "	27	1914	1002	750078	999	674894
1897	"	22 May	11 "	27	1915	1002	750078	999	674894
1898	"	22 May	11 "	27	1916	1002	750078	999	674894
1899	"	22 May	11 "	27	1917	1002	750078	999	674894
1900	"	22 May	11 "	27	1918	1002	750078	999	674894
1901	"	22 May	11 "	27	1919	1002	750078	999	674894
1902	"	22 May	11 "	27	1920	1002	750078	999	674894
1903	"	22 May	11 "	27	1921	1002	750078	999	674894
1904	"	22 May	11 "	27	1922	1002	750078	999	674894
1905	"	22 May	11 "	27	1923	1002	750078	999	674894
1906	"	22 May	11 "	27	1924	1002	750078	999	674894
1907	"	22 May	11 "	27	1925	1002	750078	999	674894
1908	"	22 May	11 "	27	1926	1002	750078	999	674894
1909	"	22 May	11 "	27	1927	1002	750078	999	674894
1910	"	22 May	11 "	27	1928	1002	750078	999	674894
1911	"	22 May	11 "	27	1929	1002	750078	999	674894
1912	"	22 May	11 "	27	1930	1002	750078	999	674894
1913	"	22 May	11 "	27	1931	1002	750078	999	674894
1914	"	22 May	11 "	27	1932	1002	750078	999	674894
1915	"	22 May	11 "	27	1933	1002	750078	999	674894
1916	"	22 May	11 "	27	1934	1002	750078	999	674894
1917	"	22 May	11 "	27	1935	1002	750078	999	674894
1918	"	22 May	11 "	27	1936	1002	750078	999	674894
1919	"	22 May	11 "	27	1937	1002	750078	999	674894
1920	"	22 May	11 "	27	1938	1002	750078	999	674894
1921	"	22 May	11 "	27	1939	1002	750078	999	674894
1922	"	22 May	11 "	27	1940	1002	750078	999	674894
1923	"	22 May	11 "	27	1941	1002	750078	999	674894
1924	"	22 May	11 "	27	1942	1002	750078	999	674894
1925	"	22 May	11 "	27	1943	1002	750078	999	674894
1926	"	22 May	11 "	27	1944	1002	750078	999	674894

* Confederation. — All vessel trading to and from the Lower Provinces were up to this date included, but not since that year.

* The Canadian Pacific Royal Mail Steamers "Empress of Britain" and "Empress of Ireland" commenced running from Liverpool to this Port in 1906, the former arriving here on her first voyage on the 14th May, and the latter on the 7th July.

Note:—The British steamer "Dunstan" 1481 tons, Net Register, — William Golding, — Master—left Sunderland, England on the 14th November 1907, with a cargo of Pig Iron for Montreal, called at Sydney, N. S., and cleared from that Port on the 22nd, arrived at Quebec on 5th inst., proceeded to Montreal on the 11th and reached that Port on the 13th inst.

PORT OF QUEBEC

Statement of the quantity and value of Merchandise imported into this port during the year ending 31st December 1926, showing the Countries whence imported. Also a comparative Statement with year 1925.

Compiled by J. A. BELLEAU, of H. M. Customs.

PORT OF QUEBEC

RECAPITULATION of the total import for the year ending 31st December 1926, showing the Countries whence imported with a comparative Statement with year 1925.

Nos.	COUNTRIES	Value	Value	Decrease	Increase
		1925	1926	1926	1925
		\$	\$	\$	\$
1	United States.....	10,623,229	9,958,118	665,111	
2	Great Britain.....	3,257,471	2,647,602	609,869	
3	Argentine Republic.....	150,010	329,891		179,881
4	Australia.....	190,354	65,252	125,102	
5	Austria.....	1,314	6,711		5,397
6	Belgium.....	115,710	370,750		255,040
7	Brazil.....	1,217	7,200		6,043
8	British West Indies.....	480,081	418,041	62,040	
9	British Guinea.....	6,388	507	5,881	
10	Ceylon.....	32,720	20,447	12,273	
11	Czecho-Slovakia.....	5,564	10,712		5,148
12	China.....	25,498	25,487	11	
13	Cuba.....	4,712	43	4,669	
14	Denmark.....	1,415	14,787		13,372
15	Egypt.....	3,994	2,700	1,294	
16	France.....	652,751	919,759		267,008
17	Germany.....	151,105	255,415		104,310
18	Greece.....	1,475	727	748	
19	Hawaii.....	354		354	
20	Holland.....	165,393	68,624	96,769	
21	Italy.....	21,088	34,682		13,594
22	Ireland.....	56,449	56,442	7	
23	India.....	17,064	11,042	6,022	
24	Jamaica.....	7,264	26,253		18,989
25	Japan.....	38,309	47,305		8,996
26	Mexico.....	144,079		144,079	
27	Newfoundland.....	46,117	41,670	4,447	
28	Norway.....	4,518	9,140		4,622
29	Portugal.....	28,966	42,022		13,056
30	Spain.....	48,603	35,962	12,641	
31	Straits Settlements.....	16,548	5,288	11,260	
32	Sweden.....	12,909	32,768		19,859
33	Switzerland.....	25,752	65,799		40,047
34	Turkey.....		692		692
35	Other Countries.....		9,998		9,998
Total.....		\$ 16,338,421	\$ 15,541,896	\$ 1,762,577	\$ 966,525

Decrease: \$796,525

PORT OF QUEBEC

Comparative statement showing the total value of merchandise imported and exported the duty collected in each month during the Calendar year 1926 compared with the same months of the year 1925.

MONTHS	Exports	Exports	Imports	Imports	Duty and Sales Tax Collected	
	1925	1926	1925	1926	1925	1926
	\$	\$	\$	\$	\$	\$
January.....			621,513	729,937	120,326	152,549
February.....			685,966	857,544	123,231	177,607
March.....			890,673	1,062,399	202,641	224,868
April.....	4,697		864,110	1,019,529	180,245	245,393
May.....	883,969	1,629,387	1,141,330	1,573,501	222,415	230,056
June.....	1,839,024	3,273,338	2,205,186	1,701,561	260,001	276,574
July.....	1,845,882	3,592,550	1,910,957	1,544,420	273,653	256,655
August.....	2,005,299	1,786,004	1,846,674	1,365,114	296,242	246,218
September.....	3,414,882	2,052,666	1,413,196	1,118,051	252,826	217,314
October.....	2,871,005	2,304,883	1,989,528	1,735,145	236,686	237,348
November.....	3,201,596	2,505,680	1,710,031	1,798,437	258,257	294,024
December.....	1,982,008	1,124,715	1,059,257	1,036,258	178,934	196,980
Total.....	18,048,362	18,269,260	16,338,421	15,541,896	2,605,462	2,755,592
Increase		\$ 220,898	Increase: \$	796,525	Increase: \$	149,930



Doc

Quebec Harbour Commissioners' Report
Publication

QUEBEC HARBOUR COMMISSIONERS' REPORT

CA 1 FS 186

- R26

For the Year 1927

Under the Quebec Harbour

Commissioners' Act

1899



QUEBEC

1928

CA1 FS
-R246

Quebec Harbour Commissioners' Report

For the Year 1927

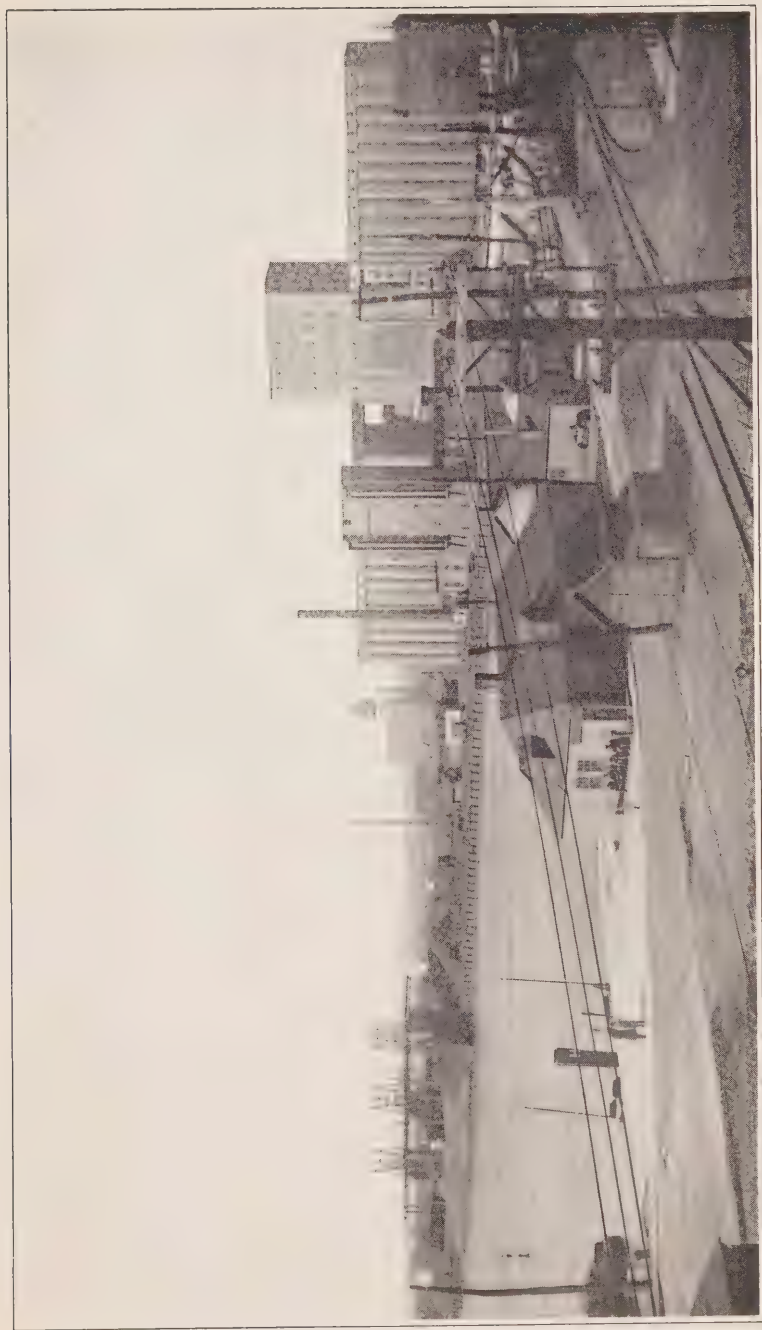
Under The Quebec Harbour
Commissioners' Act, 1899

OFFICERS OF THE QUEBEC HARBOUR COMMISSION

Commissioners:

HON. W. GERARD POWER, M.L.C.....Chairman
JULES GAUVIN, Esq.,.....Commissioner
J. BOUTIN-BOURASSA, Esq.,.....Commissioner

BRIG.-GENERAL T. L. TREMBLAY, C.M.G., D.S.O.,
General Manager and Chief Engineer
CHARLES SMITH, K.C.,.....Secretary-Treasurer
and Legal Adviser
H. E. HUESTIS,.....Assistant General Manager
and Assistant Chief-Engineer
A. E. DOUCET,.....Engineer in charge of the
Wolfe's Cove Works
OWEN O'SULLIVAN.....Assistant Engineer
CAPT. AMBROSE LANDRY,.....Harbour Master
CAPT. EUGENE FORTIN,.....Assistant Harbour Master
E. H. S. WOODSIDE,....Chief Accountant and Comptroller
W. A. MOUNTAIN,.....Cost Clerk and Chief Clerk Con-
struction and Maintenance De-
partment
C. O. BOILY,.....Grain Accountant
LAURENT DARVEAU,.....Cashier
H. PETERSON,.....Elevator Superintendent
LOUIS FORTIN,.....Traffic Manager
G. H. BOURDON,.....Purchasing Agent
A. LETELLIER.....Wharfinger
A. H. DEROME,.....Manager Cold Storage Warehouse
J. J. O'FLAHERTY,.....Chief of Publicity Department
M. P. SHIELDS,.....Superintendent



View showing the Quebec Harbour Commissioners' Grain Elevator No. 2, and part of the Inner Louise Basin and coal handling facilities.

QUEBEC HARBOUR FACILITIES

The facilities available at Quebec, may be summarized as follows:—

Steamships Berths

In Wet Dock—6 berths of from 400 to 500 feet in length.

In Tidal Harbour—4 berths of from 400 to 500 feet in length.

Breakwater—4 berths of 500 feet in length, or 3 berths of 700 feet in length, or 2 berths of 1,100 feet in length.

Pointe-à-Carcy Wharves—4 berths: one ocean, two coasting and one bunkering.

River St. Charles Basin—7 berths of from 500 to 600 feet in length.

Depth of Water at Low Tide

Wet Dock—25 to 26 feet at low tide.

Tidal Harbour—24 to 30 feet at low tide.

Breakwater—Over 40 feet at low tide.

Pointe-à-Carcy Wharves—Opposite Wharf 21: Ocean berth, over 40 feet at low tide.

River St. Charles—35 feet at low tide.

GRAIN ELEVATOR

One Fireproof Concrete Grain Elevator, with a capacity of 2,000,000 bushels, with Marine Tower, Conveyors and Grain Galleries; loading capacity, 60,000 bushels per hour. It has also a Grain Dryer, a "Richardson Separator" and a Bagging Shed.

FACILITIES AND EQUIPMENT FOR HANDLING CARGOES, ETC.

4 Locomotives for switching cars.
Railway lines to all ships berths and sheds.
One 50-ton Floating Crane.
Cars and scows for removing ships' ballast.
5 Locomotive Cranes, with a capacity up to 38 tons.
City Water, Electric Light and Power Inatallations.

GRAIN CARGOES

Loading capacity: 60,000 bushels per hour.
Unloading from vessels: 20,000 bushels per hour.
Unloading from cars: 100 cars per day.
Drying grain: 3,000 bushels per day.
Cleaning grain: 40,000 bushels per day.

Ships loading or unloading full grain cargoes are exempted from the payment of moorage and tonnage dues.

LANDING SHEDS

No.	Location	Size	Area	Square Feet	
14	Crosswall.....	350 x 40	14,000	"	"
19	Pte-à-Carcy.....	450 $\frac{1}{4}$ x 80 $\frac{1}{4}$	36,103	"	"
20	"Montcalm".....	800 x 111	79,600	"	"
22	Louise Embk.....	200 x 60	11,400	"	"
25	Pier No. 1.....	557 $\frac{1}{2}$ x 80	43,000	"	"
26	Pier No. 1.....	737 $\frac{1}{2}$ x 80	59,040	"	"
27	Pier No. 1.....	955 x 80	77,280	"	"
28	Bulkhead.....	776 x 75	58,200	"	"
29	Bulkhead.. .. .	1,000 x 102	102,000	"	"

Combined space of all sheds: 480,623 feet of floor area.

CATTLE BERTH

Landing Shed No. 27 is thoroughly equipped as a cattle resting, feeding and loading station.

2,000 heads of cattle can be easily accommodated in the shed at the same time.

Vessels loading full cargoes of cattle are exempted from the payment of moorage and tonnage dues.

COAL CAPACITY AND BUNKERING **(Anthracite and Bituminous)**

Coal Companies have 5 towers for discharging and loading coal.

Bunkering is done from barges and coal cars brought alongside the vessel.

FUEL OIL BUNKERING

The Commissioners have a Fuel Oil Pipe Line running from tanks on Louise Docks to berths 18, 25 and 26 at the Breakwater and berths 27, 28 and 29 on St. Charles River front.

Capacity of tanks: 55,000 and 80,000 barrels respectively.

RAILWAY FACILITIES

The Quebec Harbour Commissioners have 16 miles of tracks on Docks for handling of freight. Shunting on Docks is done by Harbour Commission.

Since the completion of the Quebec Bridge (in 1917), the Docks are accessible to all railways.

The Canadian Pacific Railway and the Canadian National Railways (Canadian Northern, National Transcontinental and Grand Trunk Railway) have their Quebec Terminals right within Quebec Harbour.

GRAVING DOCKS

The Harbour of Quebec possesses two Graving Docks: One 600 feet long by 62 feet wide at entrance; one (new) 1,150 feet long by 120 feet wide at entrance, capable of taking the largest vessels afloat, with workshops in connection capable of executing all required repairs.

COLD STORAGE PLANT

The Commissioners have a modern Cold Storage Warehouse, with Fish House and Power House.

The Main Warehouse has a capacity of 500,000 cubic feet, and the Fish House, which is thoroughly equipped for the freezing of fish, has a storage capacity of 1,000,000 lbs.

QUEBEC HARBOUR COMMISSIONERS

Quebec, February 28th, 1928.

The Honourable P. J. A. Caëdin,
Minister of Marine & Fisheries.
Ottawa.

Sir,

In compliance with the requirements of the Act 62-63 Victoria, chapter 34, section 46, the Quebec Harbour Commissioners have the honour to submit herewith their annual report of operations for the year ended December 31st, 1927, embracing a full account of all the moneys by them received and disbursed, and describing the Harbour improvements made and under way, and in general, the movement of traffic during the year under review.

I have the honour to be,

Sir,

Yours respectfully,

W. GERARD POWER,
President

QUEBEC HARBOUR COMMISSIONERS'

Report for the Year 1927

February 15th, 1928.

The Honourable P. J. A. Cardin,
Minister of Marine and Fisheries,
Ottawa.

Sir:—

The Quebec Harbour Commissioners have the honour to submit for your information the following report on the operations of the Harbour for the year ending December 31st, 1927.

The season of navigation opened on March 24th, with the sailing of the SS. "GASPESIA", of the Clarke Steamship Company Ltd., for the Lower Gulf Ports, and closed on December 18th with the arrival of the SS. "SABLE I", of the Bras d'Or Bay Navigation Company, from Ellis Bay, Anticosti Island.

The port, therefore, was open for navigation, as usual, for a period of nine months during the year.

Besides, the C. G. S. "MONTCALM" left port for Sydney, Cape Breton, via the Gulf Ports and North Shore, on January 9th, 1927, and on April 5th the Dutch Steamer "WOLSUM", sailed from Quebec with a cargo of wheat for the Continental Ports.

The season under review has been a very satisfactory one, as appears by the annexed reports of the different Departments of the Commission.

At the end of navigation season of 1926, the Commissioners' operations showed an increase of 27% on Import traffic, and 42% on Export traffic over the preceding year. This progression has not only been maintained during the year 1927, but has been improved upon by a 10% increase, both as regards Imports and Exports.

DISTINGUISHED VISITORS

On July 30th, Their Royal Highnesses the Prince of Wales and Prince George landed at Quebec from the SS. "EMPRESS OF AUSTRALIA", of the Canadian Pacific Ocean Service, for an extended tour of the Dominion of Canada, on the occasion of the Sixtieth Anniversary of Confederation.

Right Honourable Stanley Baldwin, Prime Minister of Great Britain, and Mrs. Baldwin, were also with the Party of Royal Visitors on that occasion.

Their Royal Highnesses sailed from Quebec for England on September 7th on the Canadian Pacific Liner "EMPRESS OF SCOTLAND".

RAILWAY FREIGHT RATES INVESTIGATION

On August 12th 1925, the Quebec Harvour Commissioners filed an application before the Board of Railway Commissioners for Canada, asking for a re-adjustment of the Railway freight rates, so as to place the Port of Quebec on a competitive basis with the other Canadian Ports, and also to render possible the utilization of the Transcontinental Railway for the transportation of the Western grain crops to the Canadian Atlantic Ports and especially the Port of Quebec for shipment overseas.

This application, which formed part of the General Freight Rates Investigation authorized by Parliament, was considered at different sittings held in Ottawa and several other cities of the Dominion, during the past two years.

An adverse railway freight rate, very detrimental to the Port of Quebec on grain from the Prairie Provinces, and on other export goods originating in Toronto and points West of that City, had prevented Quebec from securing its share of the Canadian-borne trade during the past quarter or possibly half century, notwithstanding the repeated efforts of its Harbour Commissions and business men.

It is gratifying to report that on August 26th 1927, the Board of Railway Commissioners have fully recognized Quebec's long standing claims, and issued an Order, (No. 448) which may be summarized as follows:

The Board directs all railway Companies subject to its jurisdiction to publish and file tariffs showing the same rate

to Quebec as to Montreal on: (A) Grain from Bay Ports for export, and (B) All traffic from Toronto and points West thereof for export.

The order also directs that the rate on all-rail movement of grain from Port Arthur, Fort William and Armstrong to Quebec over the Transcontinental Railway, will be 11 cents per bushel, which is about equivalent to the rail and water rate combined, from Port Arthur, Fort William via the Georgian Bay Ports to Montreal.

These rates were made effective on or before September 12th 1927.

When the construction of the Grand Trunk Pacific Railway was decided upon in 1903, with the object in view of carrying the Western crops to the Canadian Atlantic Ports, the Charter granted by the Parliament of Canada provided that the rates over that road were not to be higher than the rates via the other routes. Unfortunately, this proviso was never put into effect and, as a consequence, practically no movement of grain ever took place, the rate being prohibitive.

The effect of the recent decision is therefore to restore the conditions which the Parliament of Canada had in view, and to order the compliance with the solemn pact which was entered into in 1903.

Previous to the judgment above referred to, the Crow's Nest rates were applied to the movement of grain from the Western Provinces to Armstrong, but from that point East, the rate was made approximately double the Crow's Nest rate, which prevented any movement of grain taking place, although the Transcontinental line, on the remainder of the road, is of the same standard, with the same grades, etc.

In making their application to the Board of Railway Commissioners, the Quebec Harbour Commissioners requested the opening of an outlet which already existed, but which was not utilized owing to a prohibitive rate.

The Commissioners had also in mind the considerable proportion of Canadian grain which was yearly diverted through channels other than Canadian ports.

It is true that a large proportion of the grain crop is, and will be carried by the water route, but, in winter and in the early season of navigation, and especially during the months of September, October and November, when the grain moves in tremendously large quantities, and when all the outlets are required, it will be possible to utilize the Transcontinental

Railway to a considerable extent, so as to relieve this situation and avoid congestion.

The full text of the judgment of the Board of Railway Commissioners is appended to the present report.

GENERAL IMPROVEMENTS AND MAINTENANCE WORKS

During the year under review, the Commissioners have kept the docks and plant in good working condition, and have improved the existing facilities so as to meet with the requirements of the shipping trade.

These different works may be summarized as follows:

PRINCESS LOUISE DOCKS

(a) The usual dredging operations in the estuary of the St. Charles River, so as to maintain a minimum draught of 35 feet at low water in the turning basin and at the different berths;

(b) Continuation of the work started in 1925, consisting of replacing the pedestals supporting the front row of columns in Shed No. 29, with a reinforced concrete slab, thereby improving considerably the stability of the shed and overhead grain conveyors;

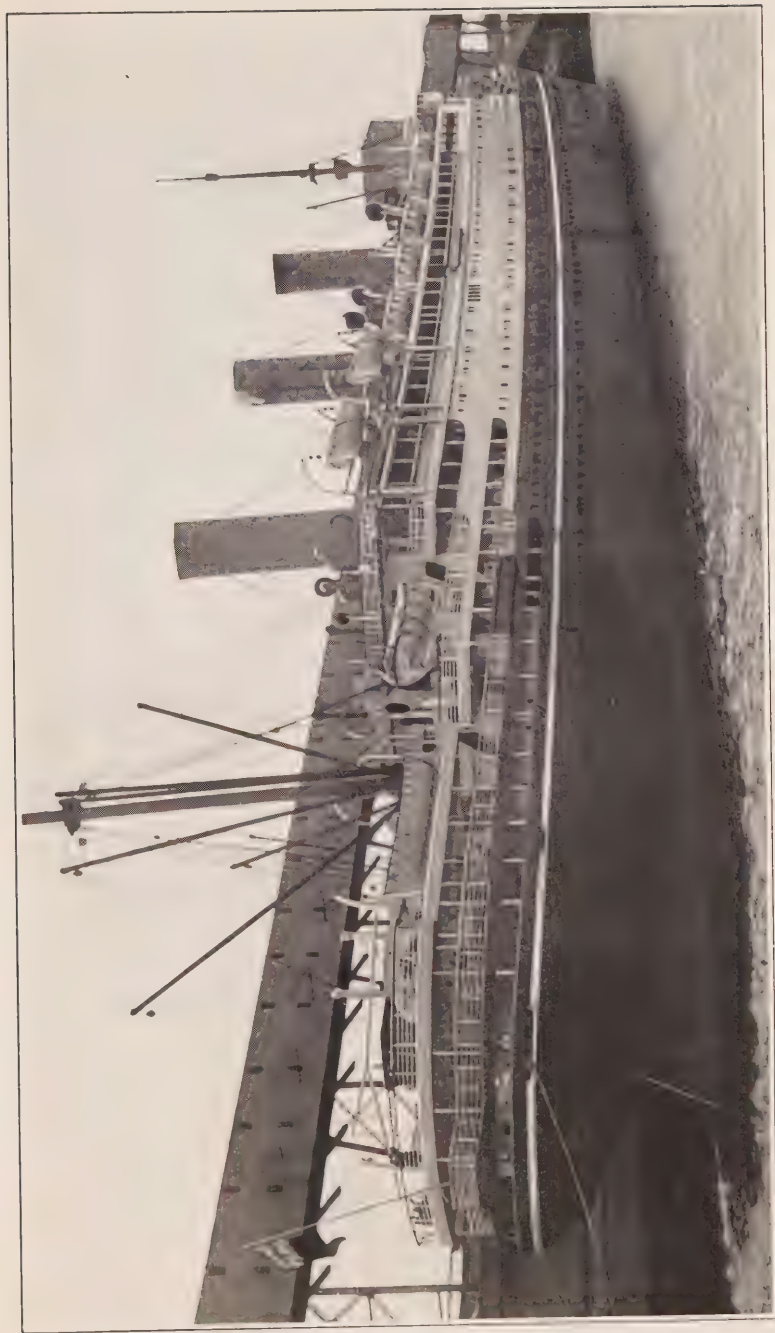
(c) Improvement of the railway system by replacing the 60 lb. rails by 80 lb. rails on the water side of Sheds 25 and 26, and also at the West end of the Louise Docks;

(d) Improvements in the Cold Storage Warehouse so as to facilitate the handling of goods, and the addition of scales in the Fish House.

WOLFE'S COVE TERMINALS

The works of new Harbour developments at Wolfe's Cove, have progressed more satisfactorily during season 1927 than in previous years. It does not seem possible, however, that the Contractors will be able to complete their work within the specified time.

The details of these different works, and of the several other minor improvements will be found in the annexed Chief Engineer's report.



View showing the SS. "Empress of Australia", of the Canadian Pacific Steamships, Ltd., from which Their Royal Highnesses the Prince of Wales and Prince George landed at Quebec, July 30th, 1927.

VISITS OF WARSHIPS

During the course of last year's navigation season the H.M.S. "CALCUTTA" and H.M.S. "CAPETOWN", of the British and West Indies Squadron, paid their annual visit to this Port.

The "VILLE D'YS", light cruiser of the French Navy, also came to Quebec during last summer.

Special entertainments were arranged for the officers and men of these warships on the occasion of these visits.

SUMMARY OF THE OPERATIONS OF THE DIFFERENT DEPARTMENTS OF THE COMMISSION DURING 1927, AS COMPARED WITH THE YEAR 1926

Revenue

Revenue in 1927.....	\$ 702,310 01
Revenue in 1926.....	678,882 06
Increase in 1927.....	\$ 23,427 95

Operating Expenditures

Expenditure in 1927.....	\$ 631,539 73
Expenditure in 1926.....	595,272 89
Increase in 1927.....	\$ 36,266 84

The surplus of Revenue over Operating Expenditures for 1927, has been \$70,770.28.

MOVEMENT OF VESSELS (Ocean and Coasting)

From the Sea, Montreal, and the Great Lakes.

1927.....	1096 vessels
1926.....	997 “
<hr/>	
Increase in 1927.....	99 vessels
Total tonnage in 1917.....	4,277,554 tons
Total tonnage in 1926.....	4,047,406 “
<hr/>	
Increase in 1927.....	230,148 tons

RAILWAY TRAFFIC DEPARTMENT

Cars handled in 1927.....	34,435 cars
Cars handled in 1926.....	32,763 “
<hr/>	
Increase in 1927.....	1,672 cars

GRAIN ELEVATOR

Grain received in 1927.....	9,441,698 bushels
Grain received in 1926.....	8,719,501 “
<hr/>	
Increase in 1927.....	722,197 bushels
Grain delivered in 1927.....	9,773,376 bushels
Grain delivered in 1926.....	8,461,682 “
<hr/>	
Increase in 1927.....	1,311,694 bushels

There remained in the Elevator at December 31st 1927, 1,332,661 bushels, as against 1,664,338 bushels at the end of December, 1926.

IMPORTS AND EXPORTS (Ocean and Coasting Vessels)

Imports

	1926	1927
Grain received.....	261,585 tons	283,250 tons
Coal,.....	352,859 “	405,037 “
Fuel Oil,.....	125,433 “	110,048 “
Other Cargo,.....	125,734 “	148,841 “

	865,611 tons	947,176 tons
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Increase in 1927: 81,565 tons.

	1926	1927
Lumber and Timber.	18,879,599 F. B. M.	13,331,680 F.B.M.

Exports

	1926	1927
Grain delivered,.....	253,850 tons	293,201 tons
Other cargo,.....	102,389 “	106,286 “

	356,239 tons	399,487 tons
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Increase in 1927: 43,248 tons.

	1926	1927
Lumber and Timber.	9,313,782 F. B. M.	8,449,088 F. B. M.
Cattle,.....	933 heads	(none)
Horses,.....	(none)	2,810 heads

Immigrants

Landed in 1926: 63,785	Landed in 1927: 64,381
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To this report are annexed the various statements and reports containing the information yearly forwarded to your Department in connection with the Harbour, and also a comparative statement of the Commissioners' accounts for the year 1927.

I have the honour to be,
Sir,

Your obedient servant,

CHARLES SMITH,
Secretary-Treasurer.

JUDGMENT OF THE BOARD OF RAILWAY
COMMISSIONERS FOR CANADA

Re RAILWAY FREIGHT RATES INVESTIGATION

General Order No. 448

THE BOARD OF RAILWAY COMMISSIONERS
FOR CANADA

Friday, the 26th. day of August, A.D., 1927.

Hon. H. A. McKEOWN, K.C.,
Chief Commissioner,
S. J. McLEAN,
Asst. Chief Commissioner,
THOMAS VIEN, K.C.,
Deputy Chief Commissioner,
A. .C. BOYCE, K.C.,
Commissioner,
C. LAWRENCE,
Commissioner,
Hon. FRANK OLIVER,
Commissioner.

In the matter of the Order in Council, P.C. No. 886, of June 5th. 1925, requiring the Board of Railway Commissioners for Canada to make a full and complete investigation into the whole subject of railway freight rates in the Dominion of Canada.

File No. 34123.

WHEREAS by Order in Council, P.C., No. 886, dated the 5th. day of June, 1925, this Board was directed to make a thorough investigation into the rate structures of railways and railway companies subject to the jurisdiction of Parliament, with a view to the establishment of a fair and reasonable rate structure which will in substantially similar circumstances and conditions, be equal in its application to all persons and localities, so as to permit of the freest possible interchange of commodities between the various provinces and territories of the Dominion, and the expansion of its trade, both foreign and domestic, having due regard to:—

- (a) the claim asserted on behalf of the Maritime Provinces that they are entitled to the restoration of the rate basis which they enjoyed prior to 1919;

- (b) the encouragement of the movement of traffic through Canadian ports;
- (c) the increased traffic westward and eastward through Pacific Coast ports owing to the expansion of trade with the Orient and to the transportation of products through the Panama Canal;

AND WHEREAS by Order in Council, P.C. 24, dated the 7th. day of January, 1926, the Board was directed, as a part of the general rate investigation above referred to, especially to enquire into the causes of Canadian grain and other products being routed or diverted to other than Canadian ports, and to take such effective action under the Railway Act, 1919, as the Board may deem necessary to ensure, as far as possible, the routing of Canadian grain and other products through Canadian ports.

UPON hearing the matter at the sittings of the Board held in Ottawa, Montreal, Windsor, Toronto, Moncton, St. John, Winnipeg, Regina, Saskatoon, Edmonton, Calgary, Kelowna, Vernon, Kamloops, Vancouver, New Westminster, Chilliwack, Victoria, and Prince Rupert, in the presence of counsel and representatives of the provinces of British Columbia, Alberta, Saskatchewan, Manitoba, Ontario, Quebec, and the Maritime Provinces, and the Canadian Pacific and Canadian National Railway Companies, the following among other Associations and Boards of Trade were represented at various sittings of the Board or submitted their representations in writing, namely,—The Boards of Trade of New Westminster, Prince Rupert, Chilliwack and district, Kamloops, Calgary, Moosejaw, Saskatoon, Prince Albert, Estevan, Regina, Brandon, Yorkton, Winnipeg, Toronto; Ontario Associated Boards of Trade, Cochrane, Montreal, St. John, Halifax, Charlottetown, Moncton and Sydney; the Victoria Chamber of Commerce, Western Canada Fruit & Produce Exchange, Canadian Council of Agriculture, Retail Merchants' Association, Canadian Manufacturers' Association, Hamilton Chamber of Commerce, Canadian National Millers' Association, Canadian Lumbermen's Association, National Dairy Council of Canada, Fruit Branch, Department of Agriculture of Canada, Live-stock Producers of Canada, Live Stock Exchange of Toronto, Quebec Harbour Commissioners, Chambre of Commerce, Joliette, Quebec, Canadian Pulp and Paper Association and Canadian Freight Association.

THE BOARD ORDERS AS FOLLOWS, namely:—

1. That the rates on grain and flour from all points on Canadian Pacific branch lines West of Fort William to Fort William, Port Arthur and Westford be equalized to the present Canadian Pacific main line basis of rates of equivalent mileage groupings, (the rates governed by the Crow's Nest Pass agreement not to be exceeded): that the Canadian Pacific Railway Company publish rates in accordance with the above direction, and that all other railway companies adjust their rates on grain and flour to Fort William, Port Arthur, Westford and Armstrong to the rates so put into effect by the Canadian Pacific Railway Company, such changes to become effective on the twelfth day of September, 1927.
2. That the rates on grain and flour from Prairie points to Vancouver and Prince Rupert for export shall be on the same basis as the rates to Fort William, but in computing such rates, the distance from Calgary to Vancouver via the Canadian Pacific Railway shall be assumed to be the same as from Edmonton to Vancouver via the Canadian National Railway, namely, 766 miles.
3. That the provisions as to distributing tariffs, set out in Section XVII of the Judgment in the Western Rates Case, shall, instead of being limited to the Canadian Pacific Railway, as provided therein, be extended so as to apply to the Canadian National Railway as well: the necessary amending tariffs to be effective on the twelfth day of September, 1927.
4. That the rate of $34\frac{1}{2}$ cents per 100 lbs. on wheat and 33 cents per 100 lbs. on other grain for export from Port Arthur, Fort William, Westford and Armstrong, Ont., to Quebec as shown in supplement No. 32 to Canadian National Railway Tariff C.R.C. No. E447 be, and they are hereby disallowed; and the Canadian National Railway Company is hereby directed to publish and file in substitution thereof a tariff showing a rate of 18.34 cents per 100 lbs. on all grain for export from Port Arthur, Fort William, Westford and Armstrong, Ont., to Quebec. Such changes to become effective on or before, but not later than, the 12th. day of September, 1927.
5. The Board further orders that all railway companies subject to its jurisdiction be, and they are hereby required to publish and file tariffs showing the same rate to Quebec as to Montreal on:

- A. Grain from bay ports for export;
- B. All traffic from Toronto and points west thereof for export.

Such changes to become effective on or before, but not later than the 12th. day of September, 1927.

H. A. McKEOWN,
Chief Commissioner,
Board of Railway Commissioners for
Canada.

BOARD OF RAILWAY COMMISSIONERS
FOR CANADA,

Examined and certified as a true copy
under Section 23 of "THE RAILWAY ACT".

R. RICHARDSON,
Asst. Sec'y & Registrar, Board of Railway
Commissioners for Canada,
OTTAWA.

CHIEF ENGINEER'S REPORT

Quebec, January 3rd, 1928.

Mr. CHARLES SMITH,
Secretary-Treasurer,
Quebec Harbour Commission,
Quebec, Que.

Dear Sir:—

I have the honour to submit the following Annual Report for 1927, covering works of new construction and improvements in the Port of Quebec.

PRINCESS LOUISE DOCKS

Dredging:—Carrying out the policy of the Commissioners to maintain a minimum draught of 35 feet at Low Water in the turning basin of the estuary of the St. Charles River, the Commissioners' Dredge No. 2 was placed in operation on May 19th and worked until September 3rd.

The quantity of material moved was 238,710 cubic yards or a daily average of 2,682 cubic yards.

For dredging the Customs House Pond and Atkinsons Wharf a small 10" suction dredge was employed with very satisfactory results.

Shed No. 18.—On March 25th a fire destroyed Shed No. 18 which was a wooden shed. The cause of the fire has not been discovered and the Shed has not so far been reconstructed. Our independent fire system proved its value on that occasion, in the protection of surrounding wooden sheds.

Shed No. 29.—The work started in the fall of 1925 at the west section of this Shed, consisting of replacing the pedestals, supporting the front row of columns, with a continuous reinforced concrete slab for a distance of 200 feet proved so satisfactory that two more sections of 200 feet were commenced in January 1927 and completed in April.



View showing the Quebec Harbour Commissioners' Grain Elevator No. 2 and Galleries with steamers of the Canadian Pacific Steamships Ltd., and Cunard Line, at their respective berths.

Our experience so far has proven that these slabs improve the stability of the Shed and overhead grain conveyors. A similar concrete slab will be constructed this Winter in the remaining two sections of the Shed.

Improved Railway Facilities:—The work done during the year consisted in changing the rail from 60 to 80 lb. rails on the water side of Sheds 25 and 26, Pier No. 1, facing the River St. Lawrence, and also at the west end of our property from the Canadian National Railway diamond along the main line to connect with previously laid 80 lb. rail.

Cold Storage.—Certain improvements were made at the Cold Storage plant to facilitate the handling of goods, the principal items being an overhead meat track in rooms No. 12 and 8a, and the addition of one beam scale and two automatic dial scales in the Fish House.

General Improvements:—Works of minor importance carried out during the past year were as follows:

The construction and placing in commission of three 40 ft freight gangways and one passenger gangway.

The addition of a public toilet room in the concourse of Shed No. 28.

Raising and renewing foundation sills on the south side of Shed No. 20.

A general painting of Sheds Nos. 5, 6, 19, 20, 25, 26 and 27.

Renewing foundation sills for Gantry rails.

The Commissioners floating equipment was overhauled and the plant generally has been maintained in good working order.

The Cross-Wall Bridge was operated for the first time during the past season on April 2nd and for the last time on December 11th.

The water was retained in the Wet Dock for the first time during 1927 on April 20th and for the last time on December 6th.

WOLFE'S COVE TERMINALS

Dredging:—The suction dredge "General Wolfe" started operation on May 24th and worked until August 21st preparing the ground for the cribs. The number of cubic yards

of material dredged during that period amounted to 410,953 cubic yards which was deposited in the fill between the Canadian National Railway line and Champlain Street and back of our rip-rap embankment.

Cribs:—The cribs have been built and sunk into position for a distance of 2,666 feet. The timber built into the cribs this year amounted to 11,362,252 fbm of B.C. Fir. We still have on hand a quantity of 2,013,137 fbm for work early next Spring.

A quantity of 134,000 cubic yards of stone from Victoria Cove and Chateau Richer quarries was put into the cribs during the season leaving a balance of about 36,000 cubic yards required to complete the filling of the cribs.

Steel anchor rods, 3" diameter, have been placed in Main Cribs Nos. 5, 6, 10, 14 and 18 which will be extended next Spring to an anchorage back of the railway embankment.

Rip-Rap Embankment. —Last winter the rip-rap embankment for the approach to the Quay Wall was extended for a length of 300 feet from station 62.00 to station 65.00.

In order to provide dumping room for the dredge next Summer we are building this Winter a temporary cut-off with stone taken from Ottawa Cove. This cut-off will extend from the Railway embankment to Anchor Crib No. 12 at right angle to the line of the Quay Wall.

Generally speaking better progress was made this year as compared with previous years; however, it does not seem possible for the contractors to complete their work for the time stipulated in their contract.

I have the honour to be,

Yours very sincerely,

T. L. TREMBLAY,
General Manager and Chief Engineer.

HARBOUR MASTER'S REPORT

Quebec, December 31st, 1927.

CHARLES SMITH, Esq., K.C.,
Secretary-Treasurer,
Quebec Harbour Commission,
Quebec.

Sir:—

I have the honour to submit the following report for the year 1927.

January 9th, at 6.30 a.m. The C. G. S. Montcalm, left port for Sydney, C. B. via Lower Gulf Ports and North Shore.

March 5th at 6.00 a.m., the C. G. S. Ice-Breaker Mikula left for Lower Gulf Ports and Ellis Bay, Anticosti.

March 16th, the C. G. Ice-breaker Mikula arrived from North Shore, and Ellis Bay, Anticosti.

March 21st, C. G. Ice-breaker Mikula left for Three Rivers, and Montreal, to break-up channel.

March 24th, the SS. Gaspesia of the Clarke Steamship Co. left port for the North Shore. First departure of the season, for Lower Gulf Ports.

March 28th, the schooner Josephus, arrived from Tadoussac.

March 30th, the SS. Gaspesia of the Clarke Steamship Company arrived from Lower Gulf Ports, and North Shore. First arrival of the season.

April 2nd, the C.G.S. Bellechasse, employed in breaking the ice in the inner Basin.

April 5th, the SS. Wolsum left at 4.00 a.m. grain laden, for Rotterdam. First Ocean Steamer to depart from this port this season.

April 11th, the SS. Gaspesia, of the Clarke Steamship Co. left at noon for Montreal, being the first departure for that port this season.

April 12th, the main Ship-Channel, Montreal-Quebec practically clear of ice. Government Boats placing the buoys.

April 12th, the Lower St. Lawrence Light-Vessels left to take their respective positions for the coming season.

April 15th, the SS. Gaspesia of the Clarke Steamship Co., arrived from Montreal, being the first arrival from that port this season.

April 16th, the C. G. Ice-Breaker Mikula left port at 4.0 a.m. for Cabot Strait to perform her annual ice patrol duties.

April 22nd, the SS. Montrose of the Canadian Pacific Ocean Service, arrived in port, from Liverpool, being the first Atlantic Liner of the season.

July 2nd, the magnificent liner SS. Empress of Australia, owned by the Canadian Pacific Transatlantic Service, arrived at this port on her maiden voyage to the St. Lawrence waters.

July 9th, the SS. Iroquois, of the Clyde Line, arrived from New York on her first summer cruise.

July 20th, the French Cruiser "Ville d'Ys" of the French Navy arrived in port from Montreal on her annual visit to the St. Lawrence Waters. Commander Antoine in Command.

July 30th, at 11.30 a.m. the SS. Empress of Australia of the Canadian Pacific Ocean Service, arrived in port from Southampton, with Their Royal Highnesses, the Prince of Wales, and Prince George. The official landing took place at the King's Wharf, which was magnificently decorated for the occasion. Right Honourable Stanley Baldwin, Prime Minister of Great Britain, and Mrs. Baldwin were included in the Royal Party of visitors to this country.

August 21st, the H. M. S. Calcutta, Flag ship of the West Indies and North American Waters Squadron, arrived in port at 4.0 p.m. Admiral Sir Walter Cowans, Baronet, K.C.B., D.S.O., M.V.R., in command.

September 7th, the Canadian Pacific Liner SS. Empress of Scotland, left port at 4.30 p.m. for Southampton, with Their Royal Highnesses, The Prince of Wales, and Prince George, on their return to England, after visiting the most important cities of the Dominion.

September 23rd, the H.M.S. Capetown arrived at this port from Newfoundland. On the 24th a.m. left for Montreal.

October 10th, at 4.0 p.m. H.M.S. Capetown arrived from Montreal, and left on the 11th for Halifax.

October 26th, the SS. Empress of Scotland, of the Canadian Pacific Service, left for Southampton, on her last trip to the St. Lawrence waters this season.

November 23rd at 3.30 p.m. the SS. Empress of Australia,

of the Canadian Pacific Service, left for New York to take her annual Round the World Cruise.

November 26th, the SS. Regina of the White Star Line, left at midnight for Liverpool, being the last passenger liner to depart from this port this season.

December 1st, the ice begins to form in the River, and small ice floes have been noticed running down stream.

December 1st, the SS. Valleluce left port, grain laden bound for Naples.

December 5th, the SS. Bell left port after bunkering for Halifax, being the last Ocean steamer to depart from this port this season.

December 14th, the coasting fleet of steamers anchored and moored in the Inner and Outer Louise Basins for the winter months.

December 18th, the Sable I of the Bras d'Or Bay Navigation Company, arrived from Ellis Bay Anticosti, being the last coasting arrival of the season.

The Canadian Pacific Ocean Service Company, in addition to their palatial fleet of Trans-Atlantic passenger carrying steamers, had this year on the Quebec-Southampton Route the magnificent SS. Empress of Australia, with terminal at this Port, with the other Empresses, owned and navigated by the said Company.

The White Star Dominion Line, also in addition to their fleet of palatial trans-atlantic liners had this year on the Liverpool St. Lawrence Route, the SS. Calgaric and the SS. Albertic calling at Quebec weekly, inward, and outward from Montreal.

During the year 1927, two palatial passenger river boats, the S.S. Tadousac, and the SS. St. Lawrence, have been built, by the Davie Shipbuilding, at Lauzon, Que. Both vessels are equipped with all modern accommodations for carrying passengers on the river. The Tadousac has a gross tonnage of 6,500 tons, and the St. Lawrence, 6,327, thus making the total gross tonnage built this year 12,728 tons.

Your obedient servant,

A. LANDRY,
Harbour Master.

**PORT OF QUEBEC--SUMMARY OF GROSS TONNAGE
AND NUMBER OF VESSELS ARRIVED
DURING 1927**

	Vessels	Tonnage
Coasting Vessels Inward from Sea...	320	431,131
Coasting Vessels from Montreal and Great Lakes.....	327	404,091
Ocean Steamers Inward from Sea....	449	3,445,338
Ocean Steamers outward for Sea via Montreal and Quebec.....	441	3,375,037
<hr/>		
Totals.....	1537	7,665,597

**PORT OF QUEBEC (LEVIS) SUMMARY OF NET
TONNAGE AND NUMBER OF VESSELS
ARRIVED DURING 1927**

Vessels	Tonnage.
67	157,332

RECORD OF ARRIVALS AND DEPARTURES AT THE PORT OF QUEBEC, 1927

MONTHS	COASTING VESSELS				SEA-GOING VESSELS				Total	Gross Tonnage per month	
	From Seawards		From Montreal and Great Lakes		INWARDS		OUTWARDS				
	No of Vessels	Gross Tonnage	No of Vessels	Gross Tonnage	No of Vessels	Gross Tonnage	No of Vessels	Gross Tonnage	Including vessels from Montreal stopping at Quebec, (Ocean bound).	Total	Gross Tonnage per month
March.....	1	1,014	.....	.....	.....	.....	.....	.....	.....	1	1,014
April.....	18	15,671	9	16,064	15	81,576	12	74,543	.....	42	113,311
May.....	33	37,986	45	42,564	62	496,352	61	492,703	.....	140	576,902
June.....	39	54,423	41	40,045	62	455,383	65	476,342	.....	142	549,851
July.....	42	60,156	56	65,735	56	467,396	53	431,790	.....	154	593,287
August.....	52	73,090	57	66,182	66	498,710	65	480,167	.....	175	637,982
September.....	46	61,532	32	49,034	60	467,198	58	447,642	.....	138	577,764
October.....	39	54,351	32	48,766	65	490,172	63	479,407	.....	136	593,283
November.....	41	57,563	50	64,134	60	476,789	60	476,789	.....	151	595,486
December.....	9	15,345	5	11,567	3	11,762	4	15,654	.....	17	38,674
TOTAL.....	320	431,131	327	404,091	449	3,445,338	441	3,375,037	.....	1,096	4,277,554

Total Tonnage for the Season 1927: 4,277,554 Tons.

WHARFINGER'S REPORT

Quebec, January 3rd, 1928.

CHARLES SMITH, Esq.,
Secretary-Treasurer,
Quebec Harbour Commission,
Quebec.

Sir:—

I have the honour to submit the following with reference to the traffic on the St. Charles Docks and Wharves showing the amount and description of cargo landed and shipped from the Docks during the season of 1927:—

INWARDS:

7,203 tons	General Cargo
662 "	Fruits, dried
437 "	Fruits, tins
485 "	Fruits, green
977 "	Hardware
808 "	Earthenware
21,620 "	Dry Goods
2,397 "	Sugar
642 "	Steel Bars
1,596 "	Beans
1,363 "	Liquors
630 "	Wrapping Paper
342 "	Vegetables, raw
232 "	Vegetables, tins
154 "	Plants
99 "	Soda Sal
37 "	Soda Ash
254 "	Fish, cured
1,360 "	Fish, tins
57 "	Agricultural Implements
85 "	Nuts, Edible
5 "	Malt
21 "	Anchors and Chains
7 "	Printing Paper



View showing the SS. "Empress of Scotland", of the Canadian Pacific Steamships, Ltd., docking at Quebec

319 tons	Glassware and Crockery
4,788	“ Rags
152	“ Tea
28	“ Enamelware
268	“ Furniture
3	“ Scrap
16	“ Flaxwaste
314	“ Waste Paper
191	“ Tin Plates
116	“ Raisins
113	“ Tiles
6,413	“ Plate and Window Glass
116	“ Cheese
357	“ Whiting
1,103	“ Wire Rope
690	“ Yarn
22	“ Leather
238	“ Onions
331	“ Steel Plates
5,667	“ Machinery
31	“ Paint
59	“ Books
482	“ Boats
21	“ Medicines
45	“ Glue
980	“ Rice
261	“ Beer
63	“ Granite, monumental
10	“ Common Soap
12	“ Bottles
54	“ Linoleum
33	“ Mineral Water
8,658	“ Salt
73	“ Groceries
21	“ Jute
605	“ Ballast
6,436	“ Phosphates
110,048	“ Fuel Oil
23,085	“ Sulphur
7,688	“ Molasses
423	“ Potash
45	“ Toys
4	“ Putty
53	“ Marble, polished

567 tons	Grindstones
16 "	Iron tubes
284 "	Wire netting
38 "	Alum
520 "	Pig Iron
12 "	Olive Oil
15 "	Hemp Rope
26 "	Sheep
72 "	Cattle
86 "	Stationery
19 "	Church Ornaments
128 "	Fire Clay
18 "	Gas buoys
5 "	Furs

Total: 223,714 tons

236,000 Fire bricks
13,331,680 feet B.M. B.C. Fir

3 Horses	
292,509 tons	Bituminous Coal — Sydney
25,944 "	" " — Scotch
32,798 "	" " — American
28,209 "	Anthracite — American
21,706 "	" " — Scotch
3,871 "	Coke

9,441,698 bushels Grain

OUTWARDS:

218 tons	Silver Ore
1,389 "	General Cargo
4 "	Specie
38,342 "	Asbestos
398 "	Autos
16 "	Fish, fresh
56 "	Fish, tins
546 "	Dry Codfish
4,088 "	Lead concentrates
24,199 "	Zinc, concentrates
3,023 "	Hay
188 "	Force

2,617	"	Meats
124	"	Cornstarch
15	"	Agricultural Implements
38	"	Evaporated Milk
5,279	"	Flour
184	"	Oleo Oil
373	"	Cheese
40	"	Match splints
527	"	Copper Matts
3	"	Fruits, green
12	"	Fruits, tins
25	"	Fruits, dried
98	"	Boots & Shoes
21	"	Textiles
59	"	Lobster
3,201	"	Lard
176	"	Pears
160	"	Plums
1,475	"	Apples
271	"	Rolled Oats
438	"	Oat feed
95	"	Hops
674	"	Wood pulp boards

Total: 88,372 tons

341,537	F.B.M.	Spoolwood
6,331,065	"	Lumber
530,408	"	Timber

2,810 Horses

9,773,376 bushels Grain

LOWER PORTS STEAMERS

INWARDS:

8,082 tons	General Cargo
2,492 "	Wet Pulp

OUTWARDS:

15,592 tons General Cargo
1,246,078 F.B.M. Lumber & Timber
11,250 ties
72,700 bricks

QUEBEC-MONTREAL

INWARDS:—

24,601 tons General Cargo

OUTWARDS:—

2,322 tons General Cargo

The Candian Import Company have 31,600 tons of coal stored on the space rented to them.

The Dominion Coal Company have 48,270 tons of coal stored on the space rented to them.

There are wintering on Louise Docks lumber, laths, coal, etc.

There are stored in the different sheds spoolwood, salt, lumber, fertilizers, etc.

The Docks are occupied during the winter months by vessels of various tonnage, where they find safe quarters until the opening of navigation.

I have the honour to be,

Sir,

Your obedient servant,

A. LeTELLIER,
Wharfinger.

ELEVATOR SUPERINTENDENT'S REPORT

Quebec, January 5th., 1928.

CHARLES SMITH, Esq., K.C.,
Secretary-Treasurer,
Quebec Harbour Commission.

Dear Sir:—

I beg to submit the following annual report of the Harbour Commissioners Elevator No. 2 for the season of 1927.

The total amount of grain being as follows:

GRAIN RECEIVED

In store at end of year 1926.....	1,664,339	Bus.
Wheat.....	6,876,611	Bus.
Corn.....	910,039	"
Oats.....	1,376,436	"
Barley.....	99,372	"
Rye.....	177,994	"
Other Grain.....	1,246	"
	9,441,698	Bus.
<hr/>		
Total.....	11,106,037	Bus.

GRAIN DELIVERED

By Conveyors....	7,557,653	Bus.
By Cars.....	171,886	"
By Teams.....	158,750	"
By Bags.....	1,885,087	"
	9,773,376	Bus.

In store December 31st 1927.....1,332,661 Bus.

From total of grain delivered 2,215,723 Bus. were local deliveries.

Respectfully submitted,

H. PETERSON,
Superintendent.

TRAFFIC MANAGER'S REPORT

Quebec, 31st December, 1927.

Mr. CHARLES SMITH,
Secretary-Treasurer,
Harbour Commission, Quebec.

Dear Sir:—

I beg to transmit for the information of the Commissioners a report of the operation of the Traffic Department during the year 1927.

Loaded cars received.....	5,775	
Loaded cars forwarded.....	12,379	
	<hr/>	18,154
Empty cars received.....	11,457	
Empty cars forwarded.....	4,824	
	<hr/>	16,281
		<hr/>
		34,435

Loaded passenger, mail and baggage cars handled...	3,129
Total number of coal cars handled.....	7,454

The Commissioners' four locomotives are being cared for by the staff in our shop.

Your obedient servant,

L. FORTIN,
Traffic Manager.

REPORT OF THE MANAGER OF THE COLD STORAGE WAREHOUSE

Quebec, December 31st, 1927.

Mr. CHARLES SMITH,
Secretary-Treasurer,
Harbour Commission, Quebec.

Sir:—

I have the honour to submit the following report with regard to the principal goods and merchandise stored in the Commissioners' Cold Storage Warehouse since January 1st., 1927, to date.

Apples.....	16,007	Barrels and Boxes.
Other fruits.....	16,009	Boxes
Vegetables.....	1,415,252	lbs.
Frozen and Salted Fish.....	1,222,783	lbs.
Meats.....	1,312,654	lbs.
Eggs.....	264,300	Doz.
Frozen Eggs.....	88,900	lbs.
Butter.....	631,232	lbs.
Groceries.....	815,116	lbs.
Small Fruits (Strawberries, etc)	59,189	lbs.
Oats.....	49,233	bus.

I beg to draw your attention to the fact that the above statement shows an increase in the quantities of apples and fruits, vegetables, meats and eggs handled, over the previous year.

Hoping the above will be found satisfactory,

I am Sir,

Your obedient servant,

A. H. DEROME,
Manager.

COMPARATIVE STATEMENT OF THE ACTIVITIES
OF THE PORT OF QUEBEC FOR THE PAST
FIVE YEARS

REVENUE AND EXPENDITURE

Revenue

Revenue in	1923	.....	\$	407,116	31
“ “	1924	.....		568,627	77
“ “	1925	.....		568,533	25
“ “	1926	.....		678,882	06
“ “	1927	.....		702,310	01

Operating Expenditure

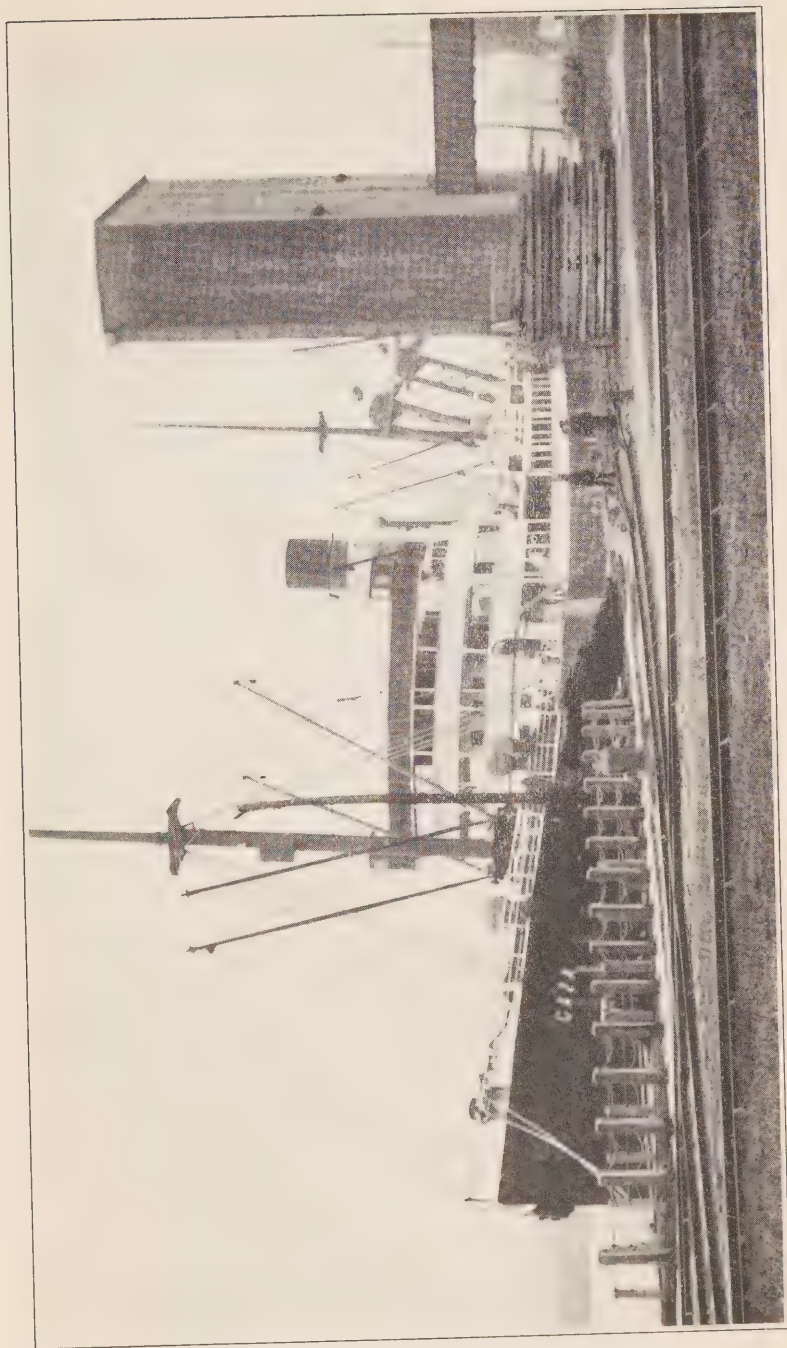
Expenditure in	1923	.....	\$	379,826	37
“ “	1924	.....		397,078	18
“ “	1925	.....		484,670	36
“ “	1926	.....		595,272	89
“ “	1927	.....		631,539	73

The surplus of Revenue over the Operating Expenditures for 1927, has been \$70,770.28.

MOVEMENT OF VESSELS (Ocean and Coasting)

From the Sea, Montreal and the Great Lakes

1923	.....	522	vessels
1924	.....	668	“
1925	.....	957	“
1926	.....	997	“
1927	.....	1096	“



View showing ocean vessel unloading a cargo of Argentine corn at the Marine Tower of the
Quebec Harbour Commissioners' Elevator No. 2

RAILWAY TRAFFIC DEPARTMENT

Cars handled in	1923.....	28,232 cars
“ “	1924.....	29,548 “
“ “	1925.....	30,587 “
“ “	1926.....	32,763 “
“ “	1927.....	34,435 “

GRAIN ELEVATOR

Grain received in	1923.....	5,679,277 bus.
“ “	1924.....	5,265,829 “
“ “	1925.....	5,177,659 “
“ “	1926.....	8,719,501 “
“ “	1927.....	9,441,698 “

Grain delivered in	1923.....	5,618,679 bus.
“ “	1924.....	4,540,616 “
“ “	1925.....	4,837,986 “
“ “	1926.....	8,461,682 “
“ “	1927.....	9,773,376 “

IMPORTS AND EXPORTS

Imports

1923...	643,912 tons		
1924...	594,614 “	plus 2,876,504 F.B.M. Lumb. & Timb.	
1925...	686,164 “	“ 10,099,686 F.B.M.	“ “
1926...	865,611 “	“ 18,879,599 F.B.M.	“ “
1927...	947,176 “	“ 13,331,680 F.B.M.	“ “

Exports

1923...	272,505 tons,	plus 16,376,598 F.B.M. Lumb. & Timb	
1924...	206,285 “	“ 10,472,012 F.B.M.	“ “
1925...	241,554 “	“ 12,821,961 F.B.M.	“ “
1926...	356,239 “	“ 9,313,782 F.B.M.	“ “
1927...	399,487 “	“ 8,449,088 F.B.M.	“ “

STATEMENT OF IMMIGRANTS LANDED AT THE
PORT OF QUEBEC
FROM THE YEAR 1860 TO 1927 INCLUDED

Year	Number of Immigrants	Year	Number of Immigrants
1860.....	10,150	1894.....	20,989
1861.....	19,923	1895.....	19,774
1862.....	22,176	1896.....	18,167
1863.....	19,419	1897.....	20,495
1864.....	19,147	1898.....	20,842
1865.....	21,355	1899.....	14,204
1866.....	28,648	1900-1901.....	23,929
1867.....	30,757	1901-1902.....	21,147
1868.....	34,300	1902-1903.....	38,068
1869.....	43,114	1903-1904.....	45,987
1870.....	44,475	1904-1905.....	60,843
1871.....	37,020	1905-1906.....	71,440
1872.....	34,743	1906-1907.....	41,537
1873.....	36,901	1907-1908.....	112,324
1874.....	23,894	1908-1909.....	44,070
1875.....	16,038	1909-1910.....	52,352
1876.....	10,901	1910-1911.....	106,621
1877.....	7,743	1911-1912.....	125,950
1878.....	10,295	1912-1913.....	136,764
1879.....	17,251	1913-1914.....	157,936
1880.....	24,997	1914-1915.....	49,431
1881.....	20,238	1915-1916.....	6,168
1882.....	44,850	1916-1917.....	6,408
1883.....	45,966	1917-1918.....	777
1884.....	31,529	1918-1919.....	287
1885.....	17,030	1919-1920.....	37,125
1886.....	22,782	1920-1921.....	65,969
1887.....	32,749	1921-1922.....	40,730
1888.....	28,530	1922-1923.....	31,717
1889.....	22,091	1923-1924.....	71,290
1890.....	21,165	1924-1925.....	66,981
1891.....	23,435	1925-1926.....	47,306
1892.....	27,422	1926-1927.....	63,785
1893.....	46,888	1927-1928.....	64,381

2,613,716

(The above list does not include Immigrants destined to the United States.)

QUEBEC HARBOUR COMMISSIONERS

General Expenditure on Capital Account

Gridiron,.....	\$	279	21
Instal Motor in Drying Room of Elevator No. 2		838	95
Lavatories in Shed No. 28.....		506	20
Electric Light System Tug "Aviso".....		783	13
Shed No. 18.....		4,991	49
Fire Protection System.....		127	99
Central Heating System.....		4,823	11
	\$	12,350	08

The Quebec Harbour Commissioners' Office,

January 3rd, 1928.

ERNEST H. S. WOODSIDE,
Comptroller.

CHARLES SMITH,
Secretary-Treasurer.

QUEBEC HARBOUR COMMISSIONERS

Revenue Account for the year ending December 31st, 1927

Operating Receipts:		Operating Expenditures:	
Elevators.....	\$ 175,464 42	Elevators.....	\$ 117,216 57
Sheds.....	7,967 15	Sheds.....	85,742 03
Freight Hoists.....	15,790 75	Freight Hoists.....	11,819 52
Harbour Railways.....	95,771 73	Harbour Railways.....	103,248 81
Floating Crane.....	5,350 50	Floating Crane.....	6,102 66
Wharfages.....	108,842 97	Wharves.....	64,982 56
Rentals.....	114,856 03	Sundry Expenditures.....	36,765 35
Sundry Receipts.....	68,224 69	Cold Storage Plant.....	60,757 97
Cold Storage Plant.....	45,660 77	Interest in Debentures.....	46,000 00
Immigration.....	64,381 00	Administration.....	98,904 26
		Surplus over year's working ex- penses.....	70,770 28
	<u>\$ 702,310 01</u>		<u>\$ 702,310 01</u>

Quebec Harbour Commissioners' Office,
January 3rd, 1928.

ERNEST H. S. WOODSIDE,

Comptroller.

CHARLES SMITH,
Secretary-Treasurer.

QUEBEC HARBOUR COMMISSIONERS

Comparative Statement of the Revenue for the years 1926 and 1927

	1927	1926	Difference	1927
Elevators.....	\$ 175,464 42	\$ 156,687 56	\$ 18,776 86	Increase
Sheds.....	7,967 15	10,561 40	2,594 25	Decrease
Freight Hoists.....	15,790 75	18,932 73	3,141 98	do
Harbour Railways.....	95,771 73	95,735 11	36 62	Increase
Floating Crane.....	5,350 50	2,776 18	2,574 32	do
Wharfages.....	108,842 97	108,929 61	86 64	Decrease
Rentals.....	114,856 03	114,254 12	601 91	Increase
Sundry Receipts.....	68,224 69	64,778 05	3,446 64	do
Cold Storage Plant.....	45,660 77	42,442 30	3,218 47	do
Immigration.....	64,381 00	63,785 00	596 00	do
	\$ 702,310 01	\$ 678,882 06	\$ 23,427 95	Increase

The Quebec Harbour Commissioners' Office,
January 3rd, 1928.

ERNEST H. S. WOODSIDE,
Comptroller.

CHARLES SMITH,
Secretary-Treasurer.

QUEBEC HARBOUR COMMISSIONERS

Expenditure on Capital Account on Approved Estimates out of the Vote of Parliament Under the Quebec Harbour Advances Acts 1913-1914-1917-1922-1925.

Dredging "St. Charles River".....	\$	67,614.96
Improvements to Administration Bldg.....		552.51
Cold Storage Warehouse.....		9,945.15
New Floating Fenders.....		37.47
Improvements to Permanent Landing Sheds....		44,761.63
Rebuilding Deck Scow No. 67.....		8,274.48
Lavatories in Shed No. 26.....		914.93
Improvements to Crosswall Drawbridge.....		14,424.45
Improvements to Grain Elevator No. 2.....		6,923.11
Improvements to Grain Elevator Power House..		3,701.36
Improvements to Shed No. 25.....		3,202.58
Railway Improvements.....		8,216.53
Office Bldg for Engineers W. C. T.....		710.74
Survey Work	do	13,482.56
Dredging	do	135,438.66
Excavation and filling	do	70,679.06
Soundings	do	6,681.34
Cribs and Bulkheads	do	824,166.91
Plant and Equipment.....		860.70
Interest on Capital Loans.....		61,360.71
		<hr/>
		\$1,281,949.84
		<hr/>

The Quebec Harbour Commissioners' Office,

January 3rd, 1928.

ERNEST H. S. WOODSIDE, CHARLES SMITH,
Comptroller. Secretary-Treas.

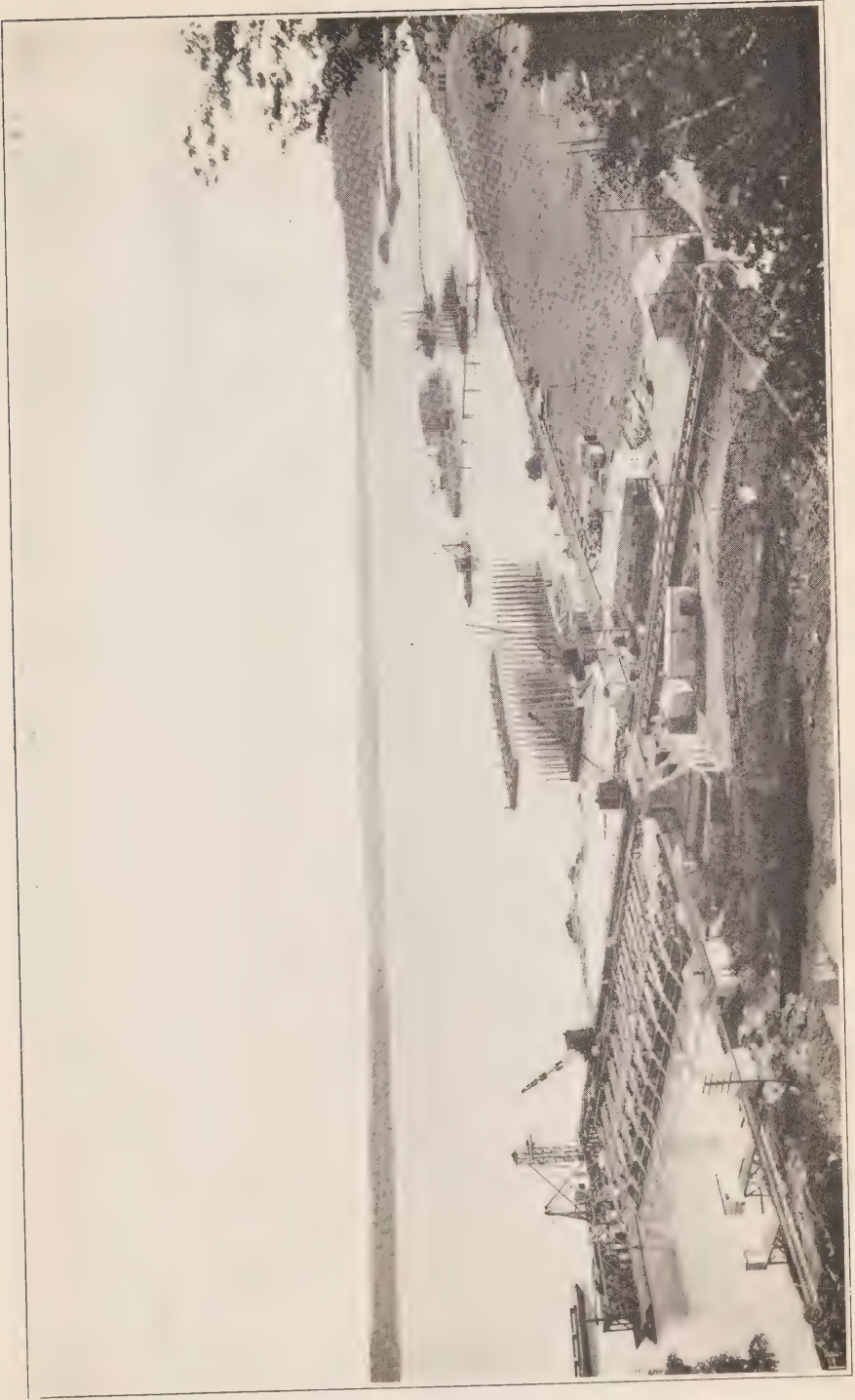
MEMORANDUM

Showing the opening and closing of Navigation in the Port of Quebec
from 1830 to 1927

Year	First Arrival of Schooner from Below	First Steamer from Montreal	First Arrival from Sea	Last Sailing for Sea
1830	April 17	April 17	December 4
1831	April 21	April 16	November 30
1832	April 29	May 4	November 30
1833	April 18	May 10	November 25
1834	April 18	May 6	November 24
1835	May 4	May 2	November 25
1836	May 11	May 11	November 26
1837	May 1	April 29	November 18
1838	April 28	May 3	November 20
1839	April 21	May 8	November 23
1840	April 19	April 25	November 29
1841	May 1	April 29	November 28
1842	April 21	May 3	November 28
1843	May 5	April 18	November 28
1844	April 24	May 3	November 23
1845	April 25	May 1	November 26
1846	April 17	April 24	November 27
1847	May 8	May 8	November 26
1848	April 6	May 1	November 21
1849	April 25	April 28	November 25
1850	April 25	April 28	November 28
1851	April 22	April 20	November 29
1852	April 30	April 15	December 4
1853	April 23	April 24	November 26
1854	May 5	April 29	November 29
1855	May 6	May 6	November 22
1856	April 27	April 20	November 23
1857	April 17	April 28	November 24
1858	April 18	April 29	November 25
1859	April 22	April 29	November 28
1860	April 26	April 28	November 26
1861	April 26	April 22	November 26
1862	April 20	April 16	November 29
1863	May 3	May 4	November 27
1864	April 25	April 27	November 30
1865	April 21	April 29	November 28
1866	April 26	April 28	December 1
1867	May 3	April 17	November 29
1868	April 28	April 23	November 28
1869	April 30	April 27	November 27
1870	April 25	April 16	December 21
1871	April 18	April 22	November 27
1872	May 6	April 30	November 26
1873	May 2	April 28	November 22
1874	May 10	April 28	November 25
1875	May 9	April 29	November 23
1876	May 9	May 6	November 26

MEMORANDUM Showing the opening and closing of Navigation in
the Port of Quebec from 1830 to 1927

Year	First Arrival of Schooner from Below	First Steamer from Montreal	First Arrival from Sea	Last Sailing for Sea
1877	.....	April 26	April 25	November 25
1878	.....	April 21	April 20	November 24
1879	.....	May 2	April 29	November 28
1880	April 30	April 30	April 30	November 27
1881	April 1	April 26	April 26	November 28
1882	April 22	April 28	April 22	December 2
1883	April 23	May 5	April 23	December 1
1884	April 20	April 29	May 1	December 8
1885	April 19	May 7	May 5	November 21
1886	April 24	April 27	April 29	.....
1887	April 14	May 3	April 29	November 21
1888	April 8	May 4	April 29	November 30
1889	April 1	April 22	April 26	November 27
1890	April 3	April 29	April 29	November 25
1891	March 29	April 27	April 27	November 30
1892	April 27	April 24	April 28	November 24
1893	April 1	May 6	April 20	November 24
1894	March 21	April 23	April 26	December 5
1895	April 4	April 28	April 26	November 28
1896	April 22	May 1	April 24	November 26
1897	April 7	April 25	April 29	November 27
1898	April 12	April 19	April 25	November 28
1899	April 5	May 3	April 22	November 30
1900	March 28	April 27	April 23	December 5
1901	April 2	April 27	April 20	November 27
1902	March 21	April 15	April 13	December 4
1903	March 20	April 19	April 18	December 6
1904	March 31	May 3	April 24	December 8
1905	March 25	April 26	May 2	November 24
1906	April 4	April 24	April 23	December 2
1907	April 4	May 2	April 26	November 25
1908	April 8	May 1	April 21	December 1
1909	April 4	April 25	April 21	December 3
1910	March 28	April 15	April 9	December 1
1911	April 9	April 30	April 27	December 8
1912	April 9	April 28	May 1	December 12
1913	April 4	April 23	April 26	December 13
1914	April 3	May 1	April 28	December 4
1915	April 4	April 15	April 30	December 16
1916	April 8	April 23	April 30	December 21
1917	April 2	April 27	April 30	December 21
1918	April 4	April 30	May 7	January 11
1919	March 28	April 30	April 19	December 16
1920	April 1	April 27	April 24	December 12
1921	April 7	May 2	April 23	December 12
1922	April 15	April 21	April 30	December 10
1923	April 22	May 5	May 2	December 7
1924	March 30	April 25	April 17	December 2
1925	March 29	April 18	April 13	December 19
1926	April 4	May 5	April 25	December 23
1927	March 28	April 15	April 22	December 5



View showing progress of works at Wolfe's Cove Terminals, in Quebec Harbour, May 1927

STATEMENT OF ASSETS AND LIABILITIES

QUEBEC HARBOUR
Statement of Assets
as at December

ASSETS			
St Charles Docks and Wharves.....	\$ 5,354,470 12		
Indian Cove Property.....	121,818 29		
Sillery Quarry Property...	1,063 70		
		\$ 5,477,352 11	
New Construction:			
Harbour Dredging "St Charles".....	1,714,572 66		
Wharves Piers and Basins..	1,771,563 02		
Buildings and Permanent Sheds.....	1,621,766 36		
Railways.....	236,655 10		
Grain Elevators & Galleries	2,011,813 66		
Fuel Oil Lines.....	40 806 71		
Cold Storage Warehouse..	617,691 89		
Wolfe's Cove Terminals...	2,620,949 55		
Miscellaneous Construction	78,802 86		
Interest on Capital Loans.	81,881 29		
		10,796,503 10	
			\$ 16,273,855 21
Grantees Beach and Deep Water Lots....			17,261 21
Plant Equipment and Tools.....			949,919 97
Materials on Hand.....			50,887 61
Office Furniture.....			15,607 90
Unsettled claims against the Dominion Government:			
Dept of Public Works	755,209 04		
do The Interior	351,437 32		
do Marine & Fish's..	314 25		
do Naval Service....	1,475 00		
do Militia & Defence	38 75		
Intercolonial Railway.....	2,637 00		
Commissioners of the National Transcontinental Railway.....	2,253 96		
Dept of Immigration and Colonization.....	313,743 00		
		1,427,108 32	
Accounts Receivable.....		113,276 93	
			1,540,385 25
Cash on Hand.....			1,500 00
Suspense Account.....			19,303 87
Accrued Rentals.....			2,191 96
Unearned Insurance.....			2,953 77
			\$ 18,873,866 75

COMMISSIONERS

and Liabilities

31st, 1927.

LIABILITIES		
Quebec Harbour Debentures 51 Vic, Chap. 6	\$ 3,612,802 42	
Receiver General	43,380 00	
Dominion Government:		
Securing Dock Walls	541,393 26	\$ 4,197,575 68
Quebec Harbour Bonds 62-63 Vic. Ch. 34, 61 Vic. Chap 48	350,000 00	
Quebec Harbour Bonds 6-7 Edw. VII, Ch. 36	800,000 00	
Interest accrued to 1st Jan 1928	11,540 00	1,161,540 00
Quebec Harbour Debentures:		
Series "A" 3-4 Geo V, Chap. 41	5,500,000 00	
Series "B" 7-8 Geo. V, Chap. 4	1,500,000 00	
Series "C" 12-13 Geo V, Chap. 40	1,500,000 00	
Series "D" 15-16 Geo. V, Chap. 51	2,015,800 00	10,515,800 00
Vote 454 "1924"		493,323 01
Lampson's Cove Capital Surplus		453,167 86
Beach and Deep Water Lots—See Contra.		17,261 21
Accounts Payable		17,931 06
Accrued Wages		1,727 58
Royal Bank of Canada		193,665 49
Banque Canadienne Nationale		612,134 07
Reserve for difference between cost and amount realized on Capital Investments		101,938 16
SURPLUS:		
Revaluation Account	129,415 47	
Profit and Loss Account	896,505 87	1,025,921 34
Accrued Interest on Debentures Series "D" to 1st Jan. 1928		81,881 29
		\$ 18,873,866 75

Note.—The arrears of Interest on the old Debentures of the Dominion Gov-
Statement.

Interest on the "Quebec Harbour Debentures" Series "A", "B"
paid or provided for in the above Statement.

Quebec Harbour Commissioners' Office
January 3rd, 1928

AUDITORS'

We have the honour to report that we have examined the above sta-
the 31st December 1927, and we certify that, subject to the above note re-
sion at that date, as shown on the books and information supplied to us.

Quebec, January 26th., 1928.

ernment have not been acerued or in any way incorporated in the above and "C" amounting to \$3,198,775.47 to 1st January, 1928 have not been

CHARLES SMITH,
Secretary-Treasurer.

CERTIFICATE

tement of Assets and Liabilities of the Quebec Harbour Commissioners to
lating to Interest on Debentures it exhibits the true position of the Commis-

MORIN, BARRY, COTE & MARCEAU.

Per LEON COTE, C. A.,

Auditors.

PORT OF QUEBEC

Principal Merchandise Exported from this Port during the Year ending 31st December, 1927, showing the countries to which Exported to also a Comparative Statement with Year 1926.

STATEMENT of the Quantity and Value of goods exported by Land from this Port to Foreign Countries are not taken into account here but at the Port of Exit from Canada. The above figures therefore only show the Quantity and Value of goods exported by water.

No.	MERCHANDISE	Unit of Quantity	Total Quantity	Total Value	Great Britain	America	Belgium	Czechoslovakia	Denmark	Estonia	Finland	France	Germany	Holland	Italy	Newfoundland	New Zealand	Portugal	Russia	Spain	Sweden	Switzerland	Other countries	Total Value
1	Animal of all kinds	No	2,809	187,830	173							8,653							179,100				1	187,830
2	Apples	Bbls	10,164	106,531	90,031																		2	106,531
3	Apples	Tons	11,202	2,611,309	6,22,237							75,675	1,08,094	147,841	7,259					1,210			3	2,611,309
4	Automobiles	No	...	...	...																		4	...
5	Bacon and ham	Lbs	1,812,116	584,016	584,016																		5	584,016
6	Butter	Lbs	799	367	225																		6	367
7	Coffee	Lbs	7,259,928	140,667	153,006																		7	140,667
8	Cod Fish	Lbs	1,908,047	118,860																			8	118,860
9	Eggs	Doz	300	86	86																		9	86
10	Flour	Bbls	71,514	467,296	224,212																		10	467,296
11	Furs	\$	1,265,271	1,093,829																			11	1,093,829
12	Grapes	Bush	3,880,741	498,065	179,695																		12	498,065
13	Hops	Tons	2,599	27,716	26,040																		13	27,716
14	Lard	Lbs	156,381	21,637																			14	21,637
15	Paper of all kinds	\$	119,782	114,228																			15	114,228
16	Meats	Lbs	204,621	15,419	1,300																		16	15,419
17	Tea	Lbs	2,852	1,200																			17	1,200
18	Timber	Gr. Tons	27,378	1,200,670																			18	1,200,670
19	Zinc & Lead concentrates (Bulls)	\$	787,860	787,860	122,479																		19	787,860
20	Other Articles	\$	5,010,680	273,988	273,988																		20	273,988
21	Lumber	B M	67,556	2,419																			21	2,419
22	Maple	"	...	...	...																		22	...
23	Pine	"	...	...	...																		23	...
24	Spruce	"	...	...	...																		24	...
25	Others	"	...	...	...																		25	...
26	Timber	Gr. Tons	6,62,263	42,667	25,666																		26	42,667
27	Bark	"	995,475	129,439	129,439																		27	129,439
28	Oak	"	82,264	7,234	7,234																		28	7,234
29	Pine	"	743,286	110,029	110,029																		29	110,029
30	Others	"	1,326	246	246																		30	246
31	Wool	Tons	25,776	888,771	888,771																		31	888,771
32	Wool pulp	\$	22,677	22,677																			32	22,677
33	Wool manufactured	\$	81,170,650	5,92,918																			33	5,92,918
34	Total																						34	

All goods exported by Land from this Port to Foreign Countries are not taken into account here but at the Port of Exit from Canada. The above figures therefore only show the Quantity and Value of goods exported by water.

Compiled by J. A. BELLEAU, of H. M. C.

PORT OF QUEBEC

RECAPITULATION of the total Exports for the year ending 31st December 1927, showing the Countries to which exported, with a comparative Statement with year 1926.

Nos.	COUNTRIES	Value		Decrease	Increase
		1926	1927	1927	1927
1	Great Britain.....	11,827,459	5,502,913	6,324,546	
2	United States.....	120,746		120,746	
3	Algeria.....		179,605		179,605
4	Belgium.....	1,486,996	2,658,771		1,171,775
5	Czecho-Slovakia.....	26,641	3,584	23,057	
6	Denmark.....	22,853	416	22,437	
7	Estonia.....	29,833	3,290	26,543	
8	France.....	653,791	344,073	309,718	
9	Finland.....	4,726	30	4,696	
10	Germany.....	2,031,788	2,583,480		551,692
11	Holland.....	1,099,310	1,361,800		262,490
12	Italy.....	750,074	1,661,413		911,339
13	Ireland.....	15,710		15,710	
14	India.....	26,855		26,855	
15	New Zealand.....	82,657	127,135		44,478
16	Newfoundland.....	1,744	294	1,450	
17	Portugal.....		500,988		500,988
18	Russia.....		179,100		179,100
19	Spain.....	1,210	2,062		852
20	Sweden.....	59,625	60	59,565	
21	Switzerland.....	15,018	40,719		25,701
22	South Africa.....	8,227	16,210		7,983
23	Other Countries.....	3,997	4,008		11
	Total.....	\$ 18,289,260	15,170,050	6,535,314	3,836,104
	Total increase.....			\$ 3,099,210	

PORT OF QUEBEC

STATEMENT of the Quantity and value of the Principal Merchandise imported from the United States in transit to this Port and exported to Europe by Steamers during the Summer 1927.

ARTICLES	Unit of Quantity	Quantity	Value	
			1927	
Automobiles.....	\$		120,939	
Apples.....	Bbls.	3,935	27,675	
Bacon and ham.....	Lbs.	755,233	115,197	
Fruits.....	\$		52,850	
Grain.....	Bush.	3,317,739	5,265,712	
Lard.....	Lbs.	5,421,712	594,059	
Meats.....	Lbs.	472,216	138,089	
Wood.....	\$		540	
Other articles.....			67,518	
Total.....			\$ 6,382,579	

DOMINION OF CANADA

PORT OF QUEBEC

COMPARATIVE STATEMENT of the Number and Tonnage of Sea-going Steamers and Sailing Vessels with the Number of Men employed entered Inwards and Outwards at the Custom House, for the years ending on the 31st December, 1926 and 1927, showing the Countries from whence they came and for which they cleared, whether with Cargo or in Ballast, also distinguishing the Countries to which they belonged.

Compiled by J. A. SANTERRE, of H. M. Customs and Excise.

RETURN OF VESSELS INWARDS FOR THE YEARS ENDING				RETURN OF VESSELS OUTWARDS FOR THE YEARS ENDING			
31st DECEMBER 1926 AND 1927				31st DECEMBER 1926 AND 1927			
1926				1926			
Vessels	Tons	Men	Vessels	Tons	Men	Vessels	Tons
Total Vessels arrived				Total Vessels departed			
Vessels with cargo				Vessels with cargo			
do sailing				do sailing			
309	187,925	48,875	150	22,477	11,075	285	121,564
530	181,028	55,779	394	208,882	66,857	273	116,200
30	10,947	1,119	59	118,111	3,722	55	33,113
369	187,925	48,875	170	22,477	11,075	270	120,613
Total				Total			
364	187,880	55,081	444	222,704	100,540	265	120,250
5	372	34	6	203	31	35	355
Total				Total			
369	187,925	48,875	150	22,477	11,075	270	120,613
530	181,028	55,779	394	208,882	66,857	273	116,200
30	10,947	1,119	59	118,111	3,722	55	33,113
369	187,925	48,875	170	22,477	11,075	270	120,613
Total				Total			
364	187,880	55,081	444	222,704	100,540	265	120,250
5	372	34	6	203	31	35	355
Total				Total			
369	187,925	48,875	150	22,477	11,075	270	120,613
530	181,028	55,779	394	208,882	66,857	273	116,200
30	10,947	1,119	59	118,111	3,722	55	33,113
369	187,925	48,875	170	22,477	11,075	270	120,613
Total				Total			
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5	372	34	6	203	31	35	355
Total				Total			
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Total				Total			
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Total				Total			
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369	187,925	48,875	170	22,477	11,075	270	120,613
Total				Total			
364	187,880	55,081	444	222,704	100,540	265	120,250
5	372	34	6	203	31	35	355
Total				Total			
369	187,925	48,875	150	22,477	11,075	270	120,

[illegible]

COMPARATIVE STATEMENT OF Vessels entered Inwards and Outwards at the Custom House, Port of Quebec, showing the number of Vessels, tonnage and number of men employed, distinguishing the number of Vessels entered and cleared at Outports, for the years 1922, 1923, 1924, 1925, 1926, 1927, 1928, 1929, 1930, 1931, 1932, 1933, 1934, 1935, 1936, 1937, 1938, 1939, 1940, 1941, 1942, 1943, 1944, 1945, 1946, 1947, 1948, 1949, 1950, 1951, 1952, 1953, 1954, 1955, 1956, 1957, 1958, 1959, 1960, 1961, 1962, 1963, 1964, 1965, 1966, 1967, 1968, 1969, 1970, 1971, 1972, 1973, 1974, 1975, 1976, 1977, 1978, 1979, 1980, 1981, 1982, 1983, 1984, 1985, 1986, 1987, 1988, 1989, 1990, 1991, 1992, 1993, 1994, 1995, 1996, 1997, 1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594

NEW ABDS

	1922			1923			1924			1925			1926			1927		
	Vessels	Tons	Men	Vessels	Tons	Men	Vessels	Tons	Men	Vessels	Tons	Men	Vessels	Tons	Men	Vessels	Tons	Men
Port of Quebec,	248	1,694,472	104,721	211	1,150,870	106,611	284	1,814,637	177,760	414	1,804,818	172,919	306,717	1,716,887	166,746	111	721	17,648
Output of Lovers	3	90,520	120	23	1,010	10	2	94,338	181	21	170,500	790	1	4,002	1	1	8,076	116
x Chiroquian	13	177,711	130	61	85,293	613	6	94,338	181	21	170,500	790	1	4,002	1	1	8,076	116
x Chiroquian	13	177,711	130	61	85,293	613	6	94,338	181	21	170,500	790	1	4,002	1	1	8,076	116
x Chiroquian	13	177,711	130	61	85,293	613	6	94,338	181	21	170,500	790	1	4,002	1	1	8,076	116
x Chiroquian	13	177,711	130	61	85,293	613	6	94,338	181	21	170,500	790	1	4,002	1	1	8,076	116
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x Chiroquian	13	177,711	130	61	85,293	613	6	94,338	181	21	170,500	790	1	4,002	1	1	8,076	116
x Chiroquian	13	177,711	130	61	85,293	613	6	94,338	181	21	170,500	790	1	4,002	1	1	8,076	116
x Chiroquian	13	177,711	130	61	85,293	613	6	94,338	181	21	170,500	790	1	4,002	1	1	8,076	116
x Chiroquian	13	177,711	130	61	85,293	613	6	94,338	181	21	170,500	790	1	4,002	1	1	8,076	116
x Chiroquian	13	177,711	130	61	85,293	613	6	94,338	181	21	170,500	790	1	4,002	1	1	8,076	116
x Chiroquian	13	177,711	130	61	85,293	613	6	94,338	181	21	170,500	790	1	4,002	1	1	8,076	116
x Chiroquian	13	177,711	130	61	85,293	613	6	94,338	181	21	170,500	790	1	4,002	1	1	8,076	116
x Chiroquian	13	177,711	130	61	85,293	613	6	94,338	181	21	170,500	790	1	4,002	1	1	8,076	116
x Chiroquian	13	177,711	130	61	85,293	613	6	94,338	181	21	170,500	790	1	4,002	1	1	8,076	116
x Chiroquian	13	177,711	130	61	85,293	613	6	94,338	181	21	170,500	790	1	4,002	1	1	8,076	116
x Chiroquian	13	177,711	130	61	85,293	613	6	94,338	181	21	170,500	790	1	4,002	1	1	8,076	116
x Chiroquian	13	177,711	130	61	85,293	613	6	94,338	181	21	170,500	790	1	4,002	1	1	8,076	116
x Chiroquian	13	177,711	130	61	85,293	613	6	94,338	181	21	170,500	790	1	4,002	1	1	8,076	116
x Chiroquian	13	177,711	130	61	85,293	613	6	94,338	181	21	170,500	790	1	4,002	1	1	8,076	116
x Chiroquian	13	177,711	130	61	85,293	613	6	94,338	181	21	170,500	790	1	4,002	1	1	8,076	116
x Chiroquian	13	177,711	130	61	85,293	613	6	94,338	181	21	170,500	790	1	4,002	1	1	8,076	116
x Chiroquian	13	177,711	130	61	85,293	613	6	94,338	181	21	170,500	790	1	4,002	1	1	8,076	116
x Chiroquian	13	177,711	130	61	85,293	613	6	94,338	181	21	170,500	790	1	4,002	1	1	8,076	116
x Chiroquian	13	177,711	130	61	85,293	613	6	94,338	181	21	170,500	790	1	4,002	1	1	8,076	116
x Chiroquian	13	177,711	130	61	85,293	613	6	94,338	181	21	170,500	790	1	4,002	1	1	8,076	116
x Chiroquian	13	177,711	130	61	85,293	613	6	94,338	181	21	170,500	790	1	4,002	1	1	8,076	116
x Chiroquian	13	177,711	130	61	85,293	613	6	94,338	181	21	170,500	790	1	4,002	1	1	8,076	116
x Chiroquian	13	177,711	130	61	85,293	613	6	94,338	181	21	170,500	790	1	4,002	1	1	8,076	116
x Chiroquian	13	177,711	130	61	85,293	613	6	94,338	181	21	170,500	790	1	4,002	1	1	8,076	116
x Chiroquian	13	177,711	130	61	85,293	613	6	94,338	181	21	170,500	790	1	4,002	1	1	8,076	116
x Chiroquian	13	177,711	130	61	85,293	613	6	94,338	181	21	170,500	790	1	4,002	1	1	8,076	116
x Chiroquian	13	177,711	130	61	85,293	613	6	94,338	181	21	170,500	790	1	4,002	1	1	8,076	116
x Chiroquian	13	177,711	130															

OUTWARDS

Port of Quebec	108	26,412	16,490	156	7,533	49,461	1,1	5,785	2,128	221	10	2,762	78,234	2,4	17,177	43,896	217	17,878	2,799
Out of Quebec																			
" x Pointe au Pic	9	6,313	131	1	1035	29						1	2778	3					
" x Chénouette																			
" x Chénouette	9	6,040	157	8	6,006	164						3	1,894	3					
" x Chénouette																			
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are also listed here, under 1025.

J. A. SANTERRE,
(*Quelques autres*)

Compiled by J. A. SANTERRE, of H. M. Carrows and Excise

PORT OF QUEBEC

Returns showing the opening of navigation at the Port of Quebec, in each year, from 1852 to 1927 inclusively; also the date of closing thereof during that period.

Returns of the Number and Tonnage of Seagoing vessels entered Inwards and Outwards at the Custom House Quebec, from 1850 to 1927.

Year	Arrivals from Montreal Steamers	Date	Arrivals from Sea	Date	Sailed for Sea	INWARDS			OUTWARDS		
						Year	Vessel	Tonnage	Year	Vessel	Tonnage
1852	April	29 May	4 November	30	1851	1196	46,804	1275	44,021		
1853	"	18 "	10 "	25	1852	1234	53,347	1394	54,603		
1854	"	18 "	6 "	25	1853	1351	50,612	1406	55,913		
1855	May	4 "	2 "	24	1854	1416	57,073	1558	60,626		
1856	"	11 "	11 "	25	1855	1416	61,926	1558	60,626		
1857	April	2 April	23 "	26	1856	1557	63,432	877	48,094		
1858	"	2 April	23 "	26	1857	1557	63,432	1155	48,537		
1859	"	2 April	8 "	23	1858	1283	60,913	1058	51,860		
1860	"	10 April	25 "	29	1859	1007	50,163	1051	52,913		
1861	May	1 May	25 "	29	1860	1559	51,094	1051	52,913		
1862	April	21 May	3 "	28	1861	1252	66,038	1283	67,117		
1863	May	21 May	3 "	28	1862	1571	79,112	1534	70,742		
1864	April	30 May	18 "	28	1863	1652	63,705	1319	69,106		
1865	May	25 May	18 "	28	1864	1425	75,508	1565	85,320		
1866	April	17 May	24 "	27	1865	1466	77,676	1650	94,487		
1867	May	8 May	8 "	28	1866	1319	69,704	1382	71,985		
1868	"	25 April	1 "	21	1867	1201	62,434	1275	65,421		
1869	"	6 May	28 "	25	1868	910	62,805	937	72,807		
1870	"	25 April	28 "	25	1869	1552	77,607	1050	72,807		
1871	"	25 April	28 "	25	1870	1552	77,607	1050	72,807		
1872	"	25 April	28 "	25	1871	1552	77,607	1050	72,807		
1873	"	25 April	28 "	25	1872	1552	77,607	1050	72,807		
1874	"	25 April	28 "	25	1873	1552	77,607	1050	72,807		
1875	"	25 April	28 "	25	1874	1552	77,607	1050	72,807		
1876	"	25 April	28 "	25	1875	1552	77,607	1050	72,807		
1877	"	25 April	28 "	25	1876	1552	77,607	1050	72,807		
1878	"	25 April	28 "	25	1877	1552	77,607	1050	72,807		
1879	"	25 April	28 "	25	1878	1552	77,607	1050	72,807		
1880	"	25 April	28 "	25	1879	1552	77,607	1050	72,807		
1881	"	25 April	28 "	25	1880	1552	77,607	1050	72,807		
1882	"	25 April	28 "	25	1881	1552	77,607	1050	72,807		
1883	"	25 April	28 "	25	1882	1552	77,607	1050	72,807		
1884	"	25 April	28 "	25	1883	1552	77,607	1050	72,807		
1885	"	25 April	28 "	25	1884	1552	77,607	1050	72,807		
1886	"	25 April	28 "	25	1885	1552	77,607	1050	72,807		
1887	"	25 April	28 "	25	1886	1552	77,607	1050	72,807		
1888	"	25 April	28 "	25	1887	1552	77,607	1050	72,807		
1889	"	25 April	28 "	25	1888	1552	77,607	1050	72,807		
1890	"	25 April	28 "	25	1889	1552	77,607	1050	72,807		
1891	"	25 April	28 "	25	1890	1552	77,607	1050	72,807		
1892	"	25 April	28 "	25	1891	1552	77,607	1050	72,807		
1893	"	25 April	28 "	25	1892	1552	77,607	1050	72,807		
1894	"	25 April	28 "	25	1893	1552	77,607	1050	72,807		
1895	"	25 April	28 "	25	1894	1552	77,607	1050	72,807		
1896	"	25 April	28 "	25	1895	1552	77,607	1050	72,807		
1897	"	25 April	28 "	25	1896	1552	77,607	1050	72,807		
1898	"	25 April	28 "	25	1897	1552	77,607	1050	72,807		
1899	"	25 April	28 "	25	1898	1552	77,607	1050	72,807		
1900	"	25 April	28 "	25	1899	1552	77,607	1050	72,807		
1901	"	25 April	28 "	25	1900	1552	77,607	1050	72,807		
1902	"	25 April	28 "	25	1901	1552	77,607	1050	72,807		
1903	"	25 April	28 "	25	1902	1552	77,607	1050	72,807		
1904	"	25 April	28 "	25	1903	1552	77,607	1050	72,807		
1905	"	25 April	28 "	25	1904	1552	77,607	1050	72,807		
1906	"	25 April	28 "	25	1905	1552	77,607	1050	72,807		
1907	"	25 April	28 "	25	1906	1552	77,607	1050	72,807		
1908	"	25 April	28 "	25	1907	1552	77,607	1050	72,807		
1909	"	25 April	28 "	25	1908	1552	77,607	1050	72,807		
1910	"	25 April	28 "	25	1909	1552	77,607	1050	72,807		
1911	"	25 April	28 "	25	1910	1552	77,607	1050	72,807		
1912	"	25 April	28 "	25	1911	1552	77,607	1050	72,807		
1913	"	25 April	28 "	25	1912	1552	77,607	1050	72,807		
1914	"	25 April	28 "	25	1913	1552	77,607	1050	72,807		
1915	"	25 April	28 "	25	1914	1552	77,607	1050	72,807		
1916	"	25 April	28 "	25	1915	1552	77,607	1050	72,807		
1917	"	25 April	28 "	25	1916	1552	77,607	1050	72,807		
1918	"	25 April	28 "	25	1917	1552	77,607	1050	72,807		
1919	"	25 April	28 "	25	1918	1552	77,607	1050	72,807		
1920	"	25 April	28 "	25	1919	1552	77,607	1050	72,807		
1921	"	25 April	28 "	25	1920	1552	77,607	1050	72,807		
1922	"	25 April	28 "	25	1921	1552	77,607	1050	72,807		
1923	"	25 April	28 "	25	1922	1552	77,607	1050	72,807		
1924	"	25 April	28 "	25	1923	1552	77,607	1050	72,807		
1925	"	25 April	28 "	25	1924	1552	77,607	1050	72,807		
1926	"	25 April	28 "	25	1925	1552	77,607	1050	72,807		
1927	"	25 April	28 "	25	1926	1552	77,607	1050	72,807		
1928	"	25 April	28 "	25	1927	1552	77,607	1050	72,807		

* Confederation.—All vessels trading to and from the Lower Provinces were up to this date included, but not since that year.
 * The Canadian Pacific Royal Mail Steamers "Empress of Britain" and "Empress of Ireland" commenced running from Liverpool to the Port in the 14th May, and the latter on the 15th May.
 Note.—The British steamer "Duchess" left London, via the Cape, for Quebec on the 14th May, and arrived at the Port on the 5th December, with a cargo of Pig Iron for Montreal, and a cargo of Pig Iron for Quebec on the 5th December, arrived at Quebec on the 11th, proceeded to Montreal, on the 11th and reached that Port on the 15th inst.

J. A. SANTERRE, of H. M. Carrows and Excise.

Quebec 31st December, 1927.

PORT OF QUEBEC

Statement of the quantity and value of Merchandise imported into this port during the year ending 31st December 1927, showing the Countries whence imported. Also a comparative Statement with year 1926.

MERCANDISES		Unit of quantity	Total Quantity	Total Value	United States	Great Britain	Argentina Republic	Australia	Austria	Batavia	Brazil	British West Indies	Ceylon	Czechoslovakia	China	Cuba	Denmark	Egypt	France	Germany	Greece	Holland	Hong Kong	India	Italy	Japan	Mexico	New Zealand	Norway	Poland	Portugal	Romania	Siam	South Africa	Sweden	Switzerland	Other countries	No.	Total Imports 1925	Total Imports 1926		
1	Animals of all kinds	No.	111	13,918	7,743	10,177																																1	13,918	1,232		
2	Animals of all kinds	No.	511	114,019	41,016	10,711																																2	114,019	286,760		
3	Beasts and fowls of all kinds	No.		317,501	121,010	10,711																																3	317,501	286,760		
4	Beasts and fowls of all kinds	No.		251,023	180,495	17,854																																4	251,023	418,140		
5	Beasts and fowls of all kinds	No.		8,825	3,290	5,535																																5	8,825	9,198		
6	Butter	Lbs.	319,909	119,575	61,236																																	6	119,575	59,082		
7	Carpet	Sq. Yds.		50,735	1,141																																	7	50,735	5,048		
8	Coal	Tons	217,206	1,214,186	833,391	380,795																																8	1,214,186	1,160,170		
9	Coffee	Lbs.		16,338	1,163	1,651																																	9	16,338	15,821	
10	Corn of all kinds	Bush		788,577	375,158	119,821																																	10	788,577	773,140	
11	Corn of all kinds	Bush		507,619	188,402	20,883																																	11	507,619	335,281	
12	Corn of all kinds	Bush		160,004	8,478	105,874																																	12	160,004	112,532	
13	Corn of all kinds	Bush		194,076	48,042	21,778																																	13	194,076	189,007	
14	Corn of all kinds	Bush		854,585	21,515	30,313																																	14	854,585	946,391	
15	Corn of all kinds	Bush		963,682	168,746	196,439																																	15	963,682	741,576	
16	Corn of all kinds	Bush		1,032,123	102,005	102,005																																		16	1,032,123	1,020,005
17	Gasoline	Gals.		154,877	56,588	21,743																																	17	154,877	139,929	
18	Grain of all kinds	Bush		890,161	679,923	243,335																																	18	890,161	679,923	
19	Gutta percha and india rubber man	Lbs.		171,569	163,745	3,996																																	19	171,569	163,745	
20	Hats of all kinds	No.		32,058	10,927	11,788																																	20	32,058	10,927	
21	Hides, raw, salted and dry	Lbs.		79,943	16,344	22,289																																	21	79,943	16,344	
22	Hops	Lbs.		15,165	11,548																																		22	15,165	11,548	
23	Iron and steel man. of all kinds	Lbs.		4,779,737	2,596,615	1,972,894																																	23	4,779,737	2,596,615	
24	Jewelry of all kinds	No.		149,100	19,716	40,043																																	24	149,100	19,716	
25	Leather of all kinds man. or unman	Lbs.		385,268	296,162	57,021																																	25	385,268	296,162	
26	Lumber and timber	Lbs.		173,519	173,070																																			26	173,519	173,070
27	Meats	Lbs.		1,301,424	162,211	162,211																																		27	1,301,424	162,211
28	Molasses and syrup	Gals.		1,122,311	48,624	1,631																																	28	1,122,311	48,624	
29	Oils	Gals.		11,077,911	190,083	452,070																																		29	11,077,911	190,083
30	Oil cloth of all kinds	Sq. Yds.		89,820	40,136	6,673																																	30	89,820	40,136	
31	Pyment	Tons		470	8,673	8,673																																	31	470	8,673	
32	Raw cotton	Lbs.		8,607,878	1,367,073	1,367,073																																		32	8,607,878	1,367,073
33	Salt of all kinds	Lbs.		18,415,717	70,332	93																																		33	18,415,717	70,332
34	Seeds of all kinds	Lbs.		559,575	33,884	300																																		34	559,575	33,884
35	Settlers effects	\$			88,306	86,676																																	35		88,306	
36	Silk man. or unman	Lbs.		163,082	33,885	60,975																																	36	163,082	33,885	
37	Spices of all kinds	Lbs.		19,759	5,455	484																																		37	19,759	5,455
38	Spirits of all kinds	Gals.		61,070	712,516	665,126																																	38	61,070	712,516	
39	Sugar of all kinds	Lbs.		2,265,768	204,037	4,602																																	39	2,265,768	204,037	
40	Tea of all kinds	Lbs.		584,790	169,145	1,730																																	40	584,790	169,145	
41	Tobacco, leaf unman	Lbs.		426,265	107,796	93,229																																	41	426,265	107,796	
42	Vinegar	Gals.		115,741	145,962	1,755																																	42	115,741	145,962	
43	Waxes	Lbs.		162,877	8,422	110,501																																	43	162,877	8,422	
44	Woolen fabrics and man	Lbs.		2,301,178	1,567,689	241,675																																		44	2,301,178	1,567,689
45	Other articles																																							45		
Total				\$19,658,925	11,192,500	1,851,696	139,588	79,957	18,846	46,990	17,849	549,286	21,439	20,822	24,118	2,707	1,903	6,378	901,883	888,106	108	1,841	16,741	1,000	2,857	21,000	11,955	12,479	11,411	5,415	8,976	69,098	70,412	1,888	61,200	249,625	1,711	19,658,925	11,192,500			

PORT OF QUEBEC

RECAPITULATION of the total import for the year ending 31st December 1927, showing the Countries whence imported with a comparative Statement with year 1926.

Nos.	COUNTRIES	Value	Value	Decrease	Increase
		1926	1927	1927	1927
		\$	\$	\$	\$
1	United States.....	9,958,118	11,192,600		1,234,482
2	Great Britain.....	2,647,602	4,859,696		2,212,094
3	Argentine Republic.....	329,891	436,588		106,697
4	Australia.....	65,252	59,957	5,29	
5	Austria.....	6,711	13,846		7,135
6	Belgium.....	370,750	469,901		99,151
7	Brazil.....	7,260	15,849		8,589
8	British West Indies.....	418,041	549,286		131,245
9	Ceylon.....	20,447	24,639		4,192
10	Czecho-Slovakia.....	10,712	20,872		10,160
11	China.....	25,487	24,118	1,369	
12	Cuba.....	43	2,707		2,664
13	Denmark.....	14,787	1,003	13,784	
14	Egypt.....	2,700	6,578		3,878
15	France.....	919,759	901,853	17,906	
16	Germany.....	255,415	288,102		32,687
17	Greece.....	727	106	621	
18	Holland.....	68,624	168,311		99,687
19	Italy.....	34,682	46,534		11,852
20	Ireland.....	56,442	49,564	6,878	
21	India.....	11,042	2,857	8,185	
22	Jamaica.....	26,253	21,045	5,208	
23	Japan.....	47,305	41,955	5,350	
24	Mexico.....		123,270		123,270
25	Newfoundland.....	41,670	34,311	7,359	
26	New Zealand.....		56,415		56,415
27	Norway.....	9,140	8,676	464	
28	Portugal.....	42,022	40,968	1,054	
29	Spain.....	35,962	70,442		34,480
30	Straits Settlements.....	5,288	13,883		8,595
31	Sweden.....	32,768	64,293		31,525
32	Switzerland.....	65,799	24,956	40,843	
33	Turkey.....	692		692	
34	Other Countries.....	10,495	23,744		13,249
Total.....		\$ 15,541,886	\$ 19,658,925	\$ 115,008	\$ 4,232,047
Increase.....					\$ 4,117,039

PORT OF QUEBEC

Comparative statement showing the total value of merchandise imported and exported the duty collected in each month during the Calendar year 1927 compared with the same months of the year 1926.

MONTHS	Exports	Exports	Imports	Imports	Duty and Sales Tax Collected	
	1926	1927	1926	1927	1926	1927
	\$	\$	\$	\$	\$	\$
January.....			729,927	835,423	152,549 32	177,183 06
February.....			857,544	856,069	177,607 76	137,567 27
March.....			1,062,399	1,111,181	224,868 70	199,953 24
April.....		38,545	1,019,529	1,223,467	245,393, 00	212,425 62
May.....	1,629,387	1,098,533	1,573,501	2,686,190	230,056 84	325,196 23
June.....	3,273,338	2,710,157	1,701,561	1,729,425	276,574 86	327,935 26
July.....	3,592,550	1,320,286	1,544,420	1,530,604	256,655 35	256,745 91
August.....	1,786,004	2,754,698	1,365,114	1,751,594	246,218 84	318,264 94
September.....	2,052,666	2,213,910	1,118,051	1,758,206	217,314 34	327,599 33
October.....	2,304,883	1,365,019	1,735,145	1,632,581	237,348 97	335,161 19
November.....	2,505,680	1,283,934	1,798,437	2,762,073	294,024 24	408,449 65
December.....	1,124,715	2,384,968	1,096,258	1,782,112	196,980 17	258,605 59
Total.....	18,269,260	15,170,050	15,541,886	19,658,925	2,755,592 39	3,285,087 29
Decrease..\$		3,099,210	Increase.\$		4,117,029	Increase.... \$ 529,494 90

